

Schedule of Representations to Draft Plan Core Strategy and Development Plan (2018)



Schedule of Site Representations

ID	Given Name	Family Name	Company/ Organisation	Summary of Response	Response
3884	Henry	Aarvold		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3616	Lynsey	Abbott		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
10	Peter	Abbs		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

3 5				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 4	Susan	Abraham		Support for both of the proposed Travelling Showpeople sites and the proposed Gypsy and Traveller site at Hetton Lyons. Opposed to the proposed Gypsy and Traveller site at Leechmere. Believes that the proposal is not in keeping with the character of the area.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 6 6	David	Adam		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land; however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 3 2	Paul	Adam		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 0	Jacqueline	Adams		Object to allocation of site North of Pearson Industrial Estate for travelling showpeople and site at Hendon for gypsies and travellers. Does not believe that we should plan to meet the needs of travelling communities. Health services are already overcapacity.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 0 3 8	D	Adamson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

					Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2042	S	Adamson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1093	Marie	Adamson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1319	Josephine	Adamson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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1 3 4 2	Steve	Adamson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3 4 6	Norman Gerald	Adamson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3 4 8	R	Adamson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3	Jill	Adamson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,</p>

4 3			<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 7 7 4	Liam	Adamson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 7 5	Jackson	Adamson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 0 3	M	Addams		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 2 1	Mark	Addleton		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 7 4	Margaret	Adey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 2 2	V	Adgar		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
819	Edward	Ainsley	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3300	Brian	Aiston	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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1 4 9 1	Lynn	Aitchson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 6 1 3	K	Aitken		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 1	Amanda	Aitken		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

7			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2609	Jane	Aitken	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2610	Ronald	Aitken	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

					<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 9 1 6	P	Aitken	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4 4 5 4	Ronald	Akenhead	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 3 8	Lisa	Akenhead	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 5 1	Gillian	Akers	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3063	Johnson	Alan	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1422	George Edward	Alberts	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

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3 3 4	Kaye	Alcock		Opposes travelling community transit/stopover site Hetton Lyons car park. There are other suitable sites. The car park is well used. Concerns over potential for littering and increased crime levels. More social housing is needed. Need for more jobs. Free parking would support the city centre. Need to have defined boundaries between towns/villages. Need for better roads around Hetton.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 1	Paul	Alcock		Supports the Housing Release Sites at James Steele Park, adjacent to Herrington Country Park, New Herrington Working Men's Club and Philadelphia. Believes that land for recreational purposes should remain so and that brownfield sites should be developed before Green Belt. Believe that extra pressure will be put on existing infrastructure and there will be an increase in noise and traffic pollution.	Support acknowledged. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites.
9 2	Paul	Alcock		Opposed to the Housing Release Sites at West Park, adjacent to Herrington Country Park and New Herrington Working Men's Club. Believes that brownfield sites should be developed before Green Belt. Believe that extra pressure will be put on existing infrastructure and there will be an increase in noise and traffic pollution.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 0 5	Rachel	Alcock		Objects to Policy SA3 all Green Belt sites and Safeguarded Land site. In general terms, objections relate to annual housing umbers being too high and inaccurate, and that brownfield land could provide sufficient land for housing. Specific objections relate to: HRS8 inadequate access into site; HRS11 - withdrawal of covenant, HRS11-HRS15 scale of development between Board Inn and Herrington Burn; HRS12 impact on GP provision; road traffic/congestion; wildlife impact; executive housing not required or appropriate given increase in older people forecast.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 6 3 2	P	Alderson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 6 5 6	Jacqui	Alderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

				following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 2	Joy	Allan	Objects to Policy SA3, site HRS12.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. .
1 3 4 4	Margaret	Allan	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

2 4 4 2	A	Allen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 6 5	Emma	Allen		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 9 7 8	K	Allison		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 1 2 4	Michelle	Allison		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 6 7	Susan	Alnwick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 6 9	Alan	Alnwick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 1 1	Hudson	Amelia		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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2807	Alistair	Amour	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 2	Caroline	Anderson	<p>Opposed to the proposed Housing Release Sites at Springwell. Feels that development would spoil the character and feel of the village.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes</p>

					forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
5 7 8	D	Anderson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 2 1 4	K	Anderson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 3 6	Kenneth	Anderson		Impact on unspoilt open area and identity of semi-rural village. Concerns over impact on wildlife. Concerns over impact on road network, GPs and local schools.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 5 7 0	Robert	Anderson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 1 7	John Stephen	Anderson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 3 5	L	Anderson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 4 5	Albert	Anderson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3 4 9	William	Anderson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 7 3	George	Anderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy</p>

8			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 4 2	Caroline	Anderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2540	Angela	Anderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 4 1	Ava	Anderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2 7 3 9	George Noah	Anderson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 0 6	Janet	Anderson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4	Linda	Anderson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

1 8			Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 9 6	Susan	Anderson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 3 3	Steven	Anderson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9	Anthony	Anderson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

10				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4158	Marian	Anderson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4059	Susan	Anderson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4278	Ross	Anderson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4360	Lindsey	Anderson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4361	Gavin	Anderson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
28	Paul	Andrew		Supports the development of the Former Vaux site and South Sunderland Growth Area as well as the Housing Release Sites at James Steel Park, Ferryboat Lane, Newcastle Road, West Park, Herrington Park, New Herrington Working Men's Club, The Granaries and Philadelphia. Suggested land at Hendon which is currently used for offices (e.g. Jack Crawford House) be turned into coastal housing, it would make Hendon a more desirable place to live and integrate it into the city. Supports the development of Station Road/Pearson Industrial Estate and Market Place to meet the medium to long term needs of Travelling Showpeople.	Support acknowledged.
2865	Jack	Andrews		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 7 8	David	Andrews	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
230	Elaine	Angus		Opposed to the proposed Housing Release site at West Park. Does not believe that an application for housing on the site would be successful at this stage and that it is wrong to refer to the land as Urban Fringe.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
292	Neil	Angus		Objects to housing release site HRS11 - West Park. The 2012 Green Space audit indicates loss of low quality green space should be replaced. No loss of high quality green space (such as West Park) was not envisaged by report. Council believes loss of high quality green space can be mitigated by improvements to remaining green space. There is no mention of replacement in either quantity or quality. The minimum recommendations of the green space report are being ignored. The plan is not robust and fails to meet its objectives.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
231	Neil	Angus		Opposed to the proposed Housing Release Site at West Park. Believes that statements about green space in East and Middle Herrington are both incorrect and misleading and that the area has a deficiency of open space which will be made worse if this area is lost to development. Questions the ownership of the site.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1338	Paul	Angus		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

				Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 3 9	Janine	Angus	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 0 8	Melanie	Annable	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 4 6	Emma	Antunes	Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.	This site has been discounted following the Green Belt Review.
3 5	Michael	Apey	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

3 2				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 2 2	M	Appleby		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 9 7	A	Appleby		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 5 6	Ryan	Appleby		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
1 3 4 7	I	Appleby		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 4 3 2	Jenny I	Appleby		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 9 5 0	Constance	Applegarth		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 2 5	Joe	Applegarth	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 7 9 5	P	Appleton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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1 7 1 3	K H	Appleton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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1 3 4 0	Allison	Appleton	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 4 8 9	JS	Archer	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

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1 3 4 1	Laura	Armbruster	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

2881	Nicola	Armour		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2880	Stephen	Armour		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 2 9	Annette	Armstrong	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3 2 2 3	Julie	Armstrong	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 4 3	Lesley	Armstrong	Murton Parish Council	Objects to proposed gypsy and traveller site at Hetton Lyons Ponds. Agree that there should be a designated site, but should not be on a recreational place with connected rights of way. The park is important for locals, but also hosts national sporting events. The proposals would be contrary to Council's commitment to protect, conserve and enhance our environments for healthy communities. Major events help to improve economic prosperity. Would be a major backwards step to the parks Green Flag Award.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 9 4	Suzanne	Armstrong		Objects to Policy SA3, site HRS9 (North Hylton). Specifically objects to: impact to Green Belt and wildlife corridor; impact to village of North Hylton in terms of landscape and character; impact on walking/cycling/local recreation; impact on historic character of area; no local facilities to use; no consistency - extensions in village get refused.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
1 0 5 9	J M	Armstrong		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1060	C	Armstrong	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 3 7	Sheila	Armstrong	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1	Neil	Armstrong	Opposed to the proposed Housing Release Site at Ferryboat Lane on	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

3 5 5			the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 7 3	Frederick	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Comment that land on North Moor area, next to Farrington Police Station is not used for any purpose.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 7 2	Susan	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 4 5	John	Armstrong	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the

			protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 0 1	Daryl	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 8	Linzi	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 2 2	Stephen	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 2 3	Vicky	Armstrong	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4	Danielle	Armstrong	Opposes travelling community transit/stopover site at Stephenson	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

3 5 1				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 8 7	John	Arnett		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 6 2	N	Arrowsmith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4	Smith	Ashley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

1 7			Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 1 0	Joan	Ashman	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 5 0	Martyn	Ashmore	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 1 4	A	Askew	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1884	Steven	Atchinson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
832	John	Atkinson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
909	Brian	Atkinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1031	Christine	Atkinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
987	Richard	Atkinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 3 3 6	Vera	Atkinson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3 5 0	L	Atkinson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 7 4	H	Atkinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 6 9	Robert	Atkinson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 8	K	Atley	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

4				be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 7 4	Elizabeth	Aunger		Opposed to the proposed Housing Release Sites on land adjacent to Herrington Country Park and New Herrington Working Men's Club	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 7 3	Elizabeth	Aunger		Opposed to the development of the Former Vaux Site, South Sunderland Growth Area and the proposed Housing Release Sites at West Park, on land adjacent to Herrington Country Park, New Herrington Working Men's Club, The Granaries and Philadelphia.	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to

				provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 1	Joy	Austin	Opposed to the proposed Gypsy and Traveller site at Leechmere as it is close to a nursing home	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 4 4	Rebecca	Auty	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3 4 2 9	Hilary	Avent		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 2 5	John	Avery		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 5 4	Joe	Ayre		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 3 5 2	Andrew	Ayre		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 3 5 4	Kate	Ayre		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 5 1	Margaret	Ayre	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 5 3	Kirsten	Ayre	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 2 2 6	Rob	Ayre		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2	Michelle	Bachurzewski		Would like to register an interest in the Newcastle Road site	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. Many people were concerned about the loss of the playing fields however they have not been used for at least 3 years and the Playing Pitch Plan indicates that the area is shown to have amenity greenspace levels above the City average, although further greenspace adjoins at Fulwell Quarries which supports the Carley Hill area. The loss of greenspace within the neighbourhood can be offset by the enhancement to the wider Fulwell Quarry area, which is proposed for upgrading into a country Park.
8 9 7	M	Baddeley		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 0 9	Wayne	Badreshingh		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 3 3	Sharon	Badresingh		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 2 6	Mick	Bagnall		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 2 5	Paula	Bagnall		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 1 5	Robert	Baharie		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2816	Michelle	Baharie	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1300	D C	Bailes	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3	Simon	Bain	Objects to proposes housing release sites in Washington (HRS4,5,6,7		Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

70				and 8). Concerned about loss of green belt, as Council struggles to maintain Washington now. Believes that the proposals would result in profits for the few.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3180	A	Bainbridge		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
441	Carole	Bainbridge		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Does not understand why Council would consider building on designated parkland. One of the main attractions of Sunderland is its parks. These should be preserved to maintain an attractive city. Impact on road network and increased pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3192	D R	Bainbridge		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
194	Danielle	Bainbridge		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds of protecting flora and fauna on site for wildlife, bats, dormice, great crested newts, natter jack toads, the increase in traffic on existing roads during construction and from new households, impact on the environment during construction (dust, noise fumes etc), increase pressure on existing school places as well as GPs and dentists. Would like to know what the impact on wildlife would be, the outlook of the area, whether proposed dwellings would be in keeping with the surrounding area and has brownfield sites been considered as an alternative.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3170	J	Bainbridge		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution. Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3727	Joanne	Bainbridge		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 1 6 5	Sharon	Bainbridge		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 6 7	Anne	Bainbridge		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 1 1	G	Baines		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 4 1	D	Baines		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 3 4	Caroline	Bains		Objects to Policy SA3 - site HRS12 (Land adjacent to Herrington Country Park). Concerns over impact on traffic, increased pollution and impact and wildlife/habitats. Concerns over number of houses proposed. In particular, if this number was to be revised down in future, but green belt sites have already been released for development. Housing requirement based on pre-referendum data. High vacancy rates which should be brought back into use before using greenbelt land. Questions why SHLAA sites 401 and 697 have not been promoted over greenbelt sites. Concern that housing numbers on sites are increased as smaller houses are delivered instead of executive housing. Concern over impact on primary school and NHS services. Not all local businesses support proposed development.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.

3 2 2 5	Dave	Bains		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 4 7	David	Bains		Objects to Policy SA3 - site HRS12 (Land adjacent to Herrington Country Park). Concerns over impact on traffic, increased pollution and impact and wildlife/habitats. Concerns over number of houses proposed. In particular, if this number was to be revised down in future, but green belt sites have already been released for development. Housing requirement based on pre-referendum data. High vacancy rates which should be brought back into use before using greenbelt land. Questions why SHLAA sites 401 and 697 have not been promoted over greenbelt sites. Concern that housing numbers on sites are increased as smaller houses are delivered instead of executive housing. Concern over impact on primary school and NHS services. Not all local businesses support proposed development.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 2 4 3	Karen	Baird		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 1 2		Baird		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 2 3	Ina Marie	Baister		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 2 5	Alan F	Baister	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 9	Alan	Baitey		Objects to proposed allocation of West Park site for housing. This land is used as a recreational area and was donated as such by the National Coal Board to Sunderland District Council with the stipulation it was not to be for any building development.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 5 4 9	B	Baker		Objects to Policy SA3 - site HRS11 (West Park). Site is a well-used park. It has historical importance and has covenants that it should be retained for recreational use/grazing land in perpetuity. Site has medieval ridge and furrow and has historical, archaeological and ecological importance. Concerns over impact on wildlife. Park is essential to residents who use it as a space to tackle their obesity and mental wellbeing. Concerns over traffic and congestion. Impact on local primary school. Inadequate consultation process (events on afternoons and over summer months). City has a falling population and lots of houses for sale in the area which are not selling. City centre needs more investment. Govts Housing White Paper states Green Belt is highly valued and should only be amended in exceptional circumstances. This is not one of them.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 6 7 3	B	Baker		Objects to Policy SA3 - site HRS11 (West Park). The park has historical importance and was bequeathed to the people of Herrington with a covenant that the site should be used for recreation. Govt policy indicates changes to green belt should be consulted on individually not collectively. The proposals would conflict with strategic challenges 7 and 17. Green Belt should only be built on in exceptional circumstances. Quality jobs needed. Town centre needs to be improved, especially train station. Vaux site has been wasted and has slow progress. Quality of shops needs to be improved. Cultural assets of city centre have been stripped. Proposed allocation conflicts with Chapter 10 of plan which seeks to protect historic environment. The site has ancient trees and wildlife. The proposals would conflict with strategic challenges 20 and 21. Traffic Assessment shows A690 junctions nearby are already too	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				congested. A plan full of contradictions.	
2 6 1 5	Stephen	Baker		Objects to Policy SA3 - site HRS11 (West Park). The park has historical importance and was bequeathed to the people of Herrington with a covenant that the site should be used for recreation. Govt policy indicates changes to green belt should be consulted on individually not collectively. The proposals would conflict with strategic challenges 7 and 17. Green Belt should only be built on in exceptional circumstances. Quality jobs needed. Town centre needs to be improved, especially train station. Vaux site has been wasted and has slow progress. Quality of shops needs to be improved. Cultural assets of city centre have been stripped. Proposed allocation conflicts with Chapter 10 of plan which seeks to protect historic environment. The site has ancient trees and wildlife. The proposals would conflict with strategic challenges 20 and 21. Traffic Assessment shows A690 junctions nearby are already too congested. A plan full of contradictions.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 5 5 1	Stephen	Baker		Objects to Policy SA3 - site HRS12 (West Park). There us a covenant requiring the site to be kept for recreation in perpetuity. Concerns over increase in traffic. Local primary school is already oversubscribed. If school was to be extended would lead to loss of more school fields. Consultation on Housing Strategy proposed housing growth on regeneration sites near city centre, this is preferable to greenbelt/green spaces. Concern over flooding impact. Questions Northumbrian Water's response to drainage/sewerage capacity. Park is part of the city's heritage and provides a positive image at one of the main gateways to the city. Park contains a number of mature trees and helps protect health and wellbeing of local residents. Green spaces provide positive health benefits. Proposed allocation contradicts Policy HWS1, E9 and NPPF. Green Space audit indicates shortage of green space in this area. NPPF indicates that Councils should work with the support of local communities, this has not been the case. Do not consider exceptional circumstances have been shown.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is.
2 8 9 5	A	Baker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2901	Emily	Baker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>	

				has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2903	Jill	Baker	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
289	Katy	Baker	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

8			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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8 1 8	Peter	Balchin	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
6 0 4	John Brian	Ball	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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2 6 9 9	Stacey	Ball		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3	Antony	Ballantine		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

3 0 9				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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1 3 1 7	Claire	Ballantine	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 5 8	Irene	Balmer	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 6 0	Helen	Balmer	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 2 9	Helen	Bancroft	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 6 2	Carl	Bandeira	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2	Anjali	Banerjee	Objects to Policy SA3, site HRS11 (West Park). Objects to: loss of	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site

1 9				greenspace; the impact the site will have on increasing local traffic; impact on noise and light pollution; on wildlife. Also objects on basis that whole community is against the proposal. Many other sports facilities and local libraries have closed and this represents loss of another community facility.	is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 6 3	Matt	Banning		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 6 9	Dan	Banning		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1660	Yvonne	Barber	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would</p>

					be required for each development.
9 9 4	Jon	Bardaeyy		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 8 2	Jean	Barker		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact of very busy road on potential occupants safety. Site is vermin hotspot and proposals would make this worse.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 1 1	Neviile	Barker		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Site is on the edge of busy industrial estate, which raises concerns for families living on the site in terms of safety and noise. Concerns about impact on neighbouring care home. Concerns over narrow size of site and access through industrial estate. Concerns over impact of additional traffic. Site would be better located in a less built up area. Concern over welfare of animals which gypsies/travellers may have. No play provision for children on the site and would need to negotiate busy industrial estate to access one surrounding amenities. Feel that there has been little education for local residents on the proposals, which may leave the gypsies and travellers vulnerable due to prejudice and attack. Site should be located away from densely populated areas to reduce this risk. Site should better meet the needs of gypsies and travellers not just the basic needs dictated by government.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 8 5	Thomas	Barker		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact of very busy road on potential occupants safety. Site is vermin hotspot and proposals would make this worse.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 7 8	Adele	Barker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 6 8	Chloe	Barker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 6 9	Chloe	Barker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 7	Diane	Barkess		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that the site is home to many animals that families can visit and increasing pressure on local roads.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 8 5 5	Adam	Barnes		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8	Alison	Barnes		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

5 8				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 9 2	Gary	Barnfather		<p>Objects to Policy SA3 - site HRS7 (Southern Playing Fields). Questions the need for more housing when house prices are falling. Encroachment into open countryside. Loss of amenity open space. Site will not support regeneration of urban core as it is more accessible to Durham, Newcastle and Metro Centre. There are sites in the urban core that lie empty. Allowing development of greenfield sites, means that redevelopment of brownfield sites is less likely. Site is unsustainable with no metro access and not on a bus route.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has</p>

					assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
4314	James	Barnfather		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4317	Marilyn	Barnfather		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
358	Alwyn Margaret	Barrass		Object to Policy SA3 site HRS11 (West Park). Specifically oppose to: loss of quality entrance into Sunderland; impact on wall, mature trees; loss of greenspace for people to use; impact on wildlife; impact to providing clean air; increasing traffic and road safety; historic and archaeological significance of site, including ridge and furrow; loss of grazing land for cattle; impact on schools. Also object to ignoring of original covenant. Concern that brownfield sites need to be used first.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
82	Alwyn Margaret	Barrass		Opposed to the Housing Release Site at West Park and the Safeguarded Land. Questions the ownership of West Park. Believes that parks need to be preserved for the physical and mental wellbeing of residents. Development would affect the character of the area and is a valued recreational space. Would put increasing pressure on local roads and schools.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
53	Michelle	Barrass		Supports Vaux, SSGA and Housing Release sites HRS1-5, 8-10 and 15. Objects to Housing Release Sites HRS6, 7, 11-14, proposed safeguarded land and all proposed gypsy, traveller and travelling showpeople sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the

					representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 9	Sarah	Barrass		Objects to Policy SA3 - HRS12 (land adjacent to Herrington Country Park). Concerned about extra traffic on Chester Road and at Herrington Park roundabout. Chose to live here because of the park, open fields and fresh air. Building houses will increase pollution, noise and have a negative impact quality of life.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
6 9 7	Sarah	Barrass		Objects to Policy SA3 sites HRS11 (west Park) and HRS12 (Penshaw). Specifically opposes HRS12 due to: impact on schools, GP surgeries, road traffic/congestion, community services; concern that 400 homes may increase in number as other developments in area have done similar; unfair proportion of housing in this area compared to rest of city; develop brownfield sites first such as Pennywell; why not build on greenspace to the south where the pylons are?; executive homes are not appropriate for area- we need affordable homes; loss of high quality landscape and open parkland; impact to wildlife; loss of open views;	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
6 9 8	Steven	Barrass		Objects to Policy SA3 sites HRS11 (west Park) and HRS12 (Penshaw). Specifically opposes HRS12 due to: impact on schools, GP surgeries, road traffic/congestion, community services; concern that 400 homes may increase in number as other developments in area have done similar; unfair proportion of housing in this area compared to rest of city; develop brownfield sites first such as Pennywell; why not build on greenspace to the south where the pylons are?; executive homes are not appropriate for area- we need affordable homes; loss of high quality landscape and open parkland; impact to wildlife; loss of open views;	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development

				Frameworks.
1 5 2 6	E	Barrass	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 3 4	M	Barrass	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 1 3	Tracey	Barrass	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 1 5	Paul	Barratt	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 4 8	John	Barrett	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

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3 9 4 7	Dorothy	Barrett	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1 4 1 9	Mark	Barrigan	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 1 1	W	Barron	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 4 3 7	Amanda	Barron	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 6 9 2	Linda	Barron	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 8 7	Malcolm	Barron	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2690	Alice	Barron		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3330	Sheila	Barron		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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3 9 3 4	Amanda	Barron	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
6 6	Terry	Barrow		<p>Support for the Housing Release Sites at George Washington Pitch and Putt, New Herrington Working Men's Club, The Granaries and Philadelphia. However opposed to the sites West Park, Southern Area Playing Fields, James Steele Park, land adjacent to Herrington Country Park and the Safeguarded Land. Opposed to all of the proposed Travelling Showpeople and Gypsy and Travellers sites</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
1 7	L	Barrow		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

3 3			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 1 2	Claire	Barry	<p>Letter in opposition/objection to the development outlined in section HRS12 of the City of Sunderland Core Strategy and Development Plan (land adjacent to Herrington Country Park, Penshaw) I am objecting to this development for the following reasons: Increase in the volume of traffic on an already overstretched road system. Increased noise and traffic if the development goes ahead. Increased strain on local services such as doctors, schools and sewerage. There are already brown field sites within the City that could be developed before building on the greenbelt. This development will encroach upon the greenbelt that maintains the identity and distinctiveness of former coalfield communities of Shiney Row, Herrington and Penshaw. The land will be lost forever therefore rare flora and fauna will be lost. Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to</p>

			Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 6 9	Sara	Barry	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 6 4 6	R	Barry	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 6 7	Helen	Barter	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 1 7	Emma	Barthel		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2 7	Guy	Bashford		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

3 0 3 6	Charles	Bate		Supports inclusion of West Park as a housing allocation. The site is one of few suitable for high quality housing available. The area can be made accessible for vehicles and local services are already available. The factors that make it attractive (i.e. trees, views of Penshaw Monument) also make it attractive for housing development. The site is currently underused. Its loss is more than compensated for by the provision at Herrington Park and play area at the Board Inn. Would encourage high earners to stay in the city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 7 7 1	John	Bateman		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 7 0	Jean	Bateman		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. 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3 5 7 2	Olivia	Bateman	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3570	Deborah	Bateman	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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3 5 6 7	Amelia	Bateman	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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9 6	Loraine	Bates	Opposed to Housing Release Sites at West Park, adjacent to Herrington Country Park and Philadelphia. Development will change the character of the area by increasing traffic levels and air pollution and the loss of green spaces. Believes that more should be done to bring empty homes back into use.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 8 3 6	AP	Bates	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 7 3 0	Paul	Bates	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
293	Caroline	Batey		Objects to proposed housing release site HRS12. The site will spoil the tranquillity of the country park. Increased pollution and traffic impacts. Adverse impact on flora and fauna. Views of Penshaw Hill would be obscured. Brownfield sites should be developed before green belt. Concerns over impact on local school.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2707	P	Batten		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2709	Claire	Batten		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3665	Sherona	Bauckman		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 2 8 3	J	Baxter		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 1 2	Malcolm	Baxter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 1 6	Martin	Bayley		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 8 5	Clare	Beard		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerned that the proposal is not in line with 2008 best practice for sites.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 8 0	Jessica	Beard		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3	Paul	Beard		Opposes travelling community transit/stopover site at Stephenson	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

4 7 4				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 5 2		Beaudine		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 4 6	C	Beavers		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3	H M	Bechkok		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

90				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. 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2818	AM	Bechkok		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
217	Lesley	Beckwith	<p>Supports Policy SA3 sites HRS9 and HRS10, but objects to all other HRS sites, together with all SSGA development sites. Supports Traveller site at Market Place. Objects to loss of Southern Area Playing Fields due to loss of greenspace, loss of well-used sports fields. This will add to traffic on Bonemill Lane. Objects to housing levels that aspire for growth and population increase when Govt stats suggest a population decline. Development at Penschaw will change the semi-rural aspect of this area.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018.</p>
286	Lesley	Beckwith	<p>Supports SSGA sites at Chapelgarth, Cherry Knowle and South Ryhope, but objects to SSGA site north of Burdon Lane. Also objects to Policy SA3 sites HRS1, HRS2, HRS3, HRS7, HRS8, HRS12 and Safeguarded Land. Objects to gypsy site at Hetton Lyons. Specifically objects to HRS7 loss of well used sports pitches; loss of flora and fauna; impact to traffic on Bonemill Lane; no other greenspaces nearby. Housing impact at Penschaw will ruin the feel of the area.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA</p>

				Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 1 4	S	Beckwith	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 7 1	G E	Bedlington	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 8 3 8	E	Beetham	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 7 8	M	Begg	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 2 1	Raymond	Begg	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 3 1	Chris	Beirne	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3	Charles	Bell	Objects to proposed gypsy and traveller site at Hetton Lyons ponds.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and

061				The car park is integral to success and future use of the Country Park for hosting a wide range of events. Car park is critical to future success of HLAC. The car park is a public right of way. Stephenson lake has been developed and maintained by HLAC at no cost to the council. The club pay an annual rent to use the lake. The site is not large enough for a gypsy and traveller site. This is due to parts of the site not being level and prone to flooding. Concern over loss of car park and access to public right of way. Concerns over impact on ecology and biodiversity of country park. Proposal conflicts with a number of policies and statements contained in the CSDP.	the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
133	John	Bell		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
642	M C	Bell		Object to Policy SA3 site HRS12 (Penshaw). Specifically objects to: withdrawal of covenant; 2017 SHLAA says site is unsuitable; NPPF advocates plans should reflect values of local people/presumption towards brownfield sites and protect cultural/historic assets/playing fields and development should be sustainable; loss of well-used greenspace- counters Greenspace Audit; impact on wildlife; impact on historic assets; plenty of brownfield sites to use; contrary to	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

				Government housing needs calculator; school capacity; GP Surgery impact; traffic impact; impact to key gateway site.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1938	Mary	Bell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1915	Paul	Bell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
136	Sheila	Bell		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable

				which is provided and would not cater for local people.	and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
6 4 3	Sheila	Bell		Object to Policy SA3 site HRS12 (Penshaw). Specifically objects to: withdrawal of covenant; 2017 SHLAA says site is unsuitable; NPPF advocates plans should reflect values of local people/presumption towards brownfield sites and protect cultural/historic assets/playing fields and development should be sustainable; loss of well-used greenspace- counters Greenspace Audit; impact on wildlife; impact on historic assets; plenty of brownfield sites to use; contrary to Government housing needs calculator; school capacity; GP Surgery impact; traffic impact; impact to key gateway site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 9 0 5	Susan	Bell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1906	W	Bell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3083		Bell		Objects to Policy SA3 - site HRS11 (West Park). Questions whether a site visit was made and that the site is lowland parkland which should be designated and protected under EU Directive. Site has historic significance. Concerns over health impact resulting from loss of park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
344	Edna	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 5	Alan	Bell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 4 1	Joseph	Bell		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2 2	Sheila	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 2 8 0	John	Bell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 3 2	Susan	Bell	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2025	I	Bell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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1 3 2 9	C	Bell		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 3 9	Nancy	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2041	Catherine	Bell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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2 5 4 6	Hannah	Bell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2607	Jeanette	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2452	Steve	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2885	A	Bell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

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2 7 3 7	Deborah	Bell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 3 5 9	Bron	Bell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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3 3 5 8	Michael	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 6 7 5	Cathy	Bell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
3 8 2 6	Deborah	Bell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 1 8	Colin	Bell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 9	Sharron	Bell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

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540	Brian	Bellerby		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
547	Maureen	Bellerby		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
961	Paul	Bellerby		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1428	C	Belshaw		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
777	Peter	Belton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2702	Kathleen	Bengston	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3 1 4 1	Susan	Bennett		Object to Policy SA3 - site HRS11 (West Park). It is a beautiful place which is enjoyed by local residents. Green spaces are good for health and well-being. The local primary school is already oversubscribed. Concerns about the impact on road network. More crossing points are needed. The park has bats, which are protected. Building on green spaces will make Sunderland less attractive for those who could afford executive housing.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 0 6	Rebecca	Bennett		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

					Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 9 9	Anthony	Bennett		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 3 7	Jeanette	Bennett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 4 0 1	C	Bennett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 0 7	C	Bennett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 6	Daljit	Benning		Objects to proposed gypsy and traveller site on Leechmere Industrial Estate. It will have an adverse impact on businesses. Impact on older peoples home residents. Concerns over impact on house prices. Businesses on the industrial estate likely to move elsewhere, resulting in job losses. Travellers wouldn't add anything to the city centre. Littering concerns and potential dog fouling. Will be no green belt left on this site. Adverse impact on infrastructure and traffic movement.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 1	Barbara	Bennison		Object to Policy SA3 sites HRS11 (West Park) and HRS12 (Penshaw). Also object to all proposed travelling showpeople and gypsy sites. Specifically in relation to HRS12 there is concern that area is a Conservation Area and concern on impact to park wildlife. Also concern regarding local traffic/congestion, school capacity and whether development would improve local shopping. In relation to traveller/gypsy sites there is concern regarding local disruption, costs and safety issues that such a site would cause, and the impact to the environment at Hetton Lyons.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 7	Philip	Bent		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 9 8	R	Berridge		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 4 5	S	Berridge	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 9 7 3	Susan	Berry	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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8 4 3	Anthony	Best	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
8 4 2	James	Best	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 8 0 4	Nicci	Best	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

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2957	Sally	Best	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 9 6 5	LK	Best	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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2 9 6 7	DR	Best	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 5 8 9	Robert	Best	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 8 6 1	Anthony	Best	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 8 6 3	Deborah	Best	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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4053	Helen	Bethwaite		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
668	John	Beveridge		Objects to Policy SA3 - site HRS 11 (West Park). Would desecrate a valuable recreation space. Proposals would renege on agreement that site would be retained for recreation in perpetuity. Site to the west of West Herrington and adjacent to Silksworth Road would be more appropriate for development. Could cause parking issues in the area. Concerns regarding increase in traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
669	Olive	Beveridge		Objects to Policy SA3 - site HRS 11 (West Park). Would desecrate a valuable recreation space. Proposals would renege on agreement that site would be retained for recreation in perpetuity. Site to the west of West Herrington and adjacent to Silksworth Road would be more appropriate for development. Could cause parking issues in the area. Concerns regarding increase in traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1185	Eileen	Bewick		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 7 9	Pat	Bewick		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 7 4 9	Curtis	Bex		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

				<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 6 7	Danielle	Bici	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>

				has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1863	Dannkas	Bilton	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1305	A	Binding	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
6 3 6	Dianne	Binks		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
6 3 7	Ian	Binks		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3 5 6 8	Elaine	Binney		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 4 5	Mark	Biott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 7 1 5	Eileen	Biott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 7 4	Geoff	Biott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 4 4 6	Colin	Bird	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

2 3 8 7	Alan	Birkbeck	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 4 5	Philip	Birleson	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 8 3	Charlotte	Bishop	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 5 0	Christopher	Bishop		Why has Springwell been targeted for 3 potential sites and a fourth near Washington golf course? There must be lots of other greenbelt areas and greenfield sites. Has land around Cleadon also been targeted? Would like to know how decision was reached and how many brownfield areas were rejected. Would like to know the areas which were rejected for housing and on what grounds. Does not believe that not enough brownfield sites could be found. Concerns over impact on infrastructure. Would like to know the evidence which shows that the village could cope with extra traffic and what changes to roads would be proposed.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 0 5	D	Bishop		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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1056	Christopher	Bishop	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1054	HT	Bishop	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

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4 6 9	Rachel	Black	<p>Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Concerns about increased traffic.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
2 0 6 7	Wendy	Black	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2077	George	Black	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these	

					have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2929	M	Black		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2922	M	Black		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3242	L	Black		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3244	M	Black		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4489	James	Blackburn		Object to gypsy and traveller site at Hetton Lyons Car Park. Much needed car park A site on Herrington Country Park suggested.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
162	James	Blackburn		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons Park. Disappointed with the quality of the evidence used to determine the decision to include the Hetton Lyons Country Park car park as a location and believes that many more sites could have been included. Report does not mention that Hetton Lyons Park has Green Flag status, is the venue for many events (many more than Herrington Country Park) and is the home of the Hetton Lyons Angling Club. Many sites have been discounted from the report due to reasons which is felt apply at Hetton Lyons including the use of the car park, environmental intrusion, cost and near to residential properties Asks that this additional information is presented to the CS & DP Steering Group and the Stephenson Pond car park location be removed from the report as a possible location for the suggested usage.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3025	Jennie	Blackburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3 5 3 5	Amy	Blackburn		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 3 3	Hazel	Blackburn		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 4 3	Bill	Blackett	<p>Objects to Policy SA3 - All sites except HRS4 (George Washington Golf Course) and HRS15 (Philadelphia). The population is in decline so no need for additional housing. There is sufficient brownfield sites for development. The wealth of green space is what makes the city unique. Concern over impact on transport, traffic and schools. Believes site HRS11 (West Park) is by far the worst. Site gifted to Council for recreation use. Site provides an attractive welcome to the city. Adverse impact on traffic. Site is well used park. Objects to proposed safeguarded area. Objects to all proposed travelling showpeople and gypsy and traveller sites. Concerns over potential increase in crime. If necessary, any sites should be located away from existing communities.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the</p>

					Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A number of studies have been carried out including a Phase 1 Habitat Survey, Archaeology Study and Heritage Statement, Transport Assessment and Noise survey relating to this site and also the wider redevelopment of the Philadelphia Complex, and it is anticipated that the issues raised can be mitigated against. In particular sensitive design is needed to minimise impact to neighbouring properties and to blend with the remainder of the Philadelphia Complex development, including the Listed buildings.
7 4 2	Bill	Blackett		Objects to Policy SA3 - All sites except HRS4 (George Washington Golf Course) and HRS15 (Philadelphia). The population is in decline so no need for additional housing. There is sufficient brownfield sites for development. The wealth of green space is what makes the city unique. Concern over impact on transport, traffic and schools. Believes site HRS11 (West Park) is by far the worst. Site gifted to Council for recreation use. Site provides an attractive welcome to the city. Adverse impact on traffic. Site is well used park. Objects to proposed safeguarded area. Objects to all proposed travelling showpeople and gypsy and traveller sites. Concerns over potential increase in crime. If necessary, any sites should be located away from existing communities.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 3 7 5	Deborah	Blackett		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

				undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 7 4	David	Blackett	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 8 0	Ann	Blackey		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 7 3	Andrew	Blackhall		Objects to Policy SA3 - site HRS11 (West Park). Medieval agriculture remains. Protected by a covenant for public use and leisure. Wildlife on the site. Demand for executive housing is low, houses proving hard to sell. Opportunity to renovate buildings in city centre for housing. Jobs should be created cleaning derelict areas. Demolish Angel House, bring residential use and street cafes to Sunnyside and convert ground floors of Fawcett Street to restaurants with residential above. Local roads artificially choked by bus lanes. Metro should be extended to Washington and Doxford International.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 3 8	Andrew	Blackhall		Objects to proposed housing on West Park. Listed as a park on Council's website. Valuable resource promoting health, well-being and community. Building on the site would be of no benefit to nearby residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 3 5	Deborah	Blackhall		Objects to proposed housing allocation at West Park. The site is used as a park. and is a vital recreational area. There are other areas that could be developed that are not parks, such as the lane between Doxford International and Farringdon Community Academy. The park has historic and archaeological value. Would harm the appearance of a major entry route into Sunderland. Concerns over impact on wildlife. Concerns over impact on traffic and congestion. Local schools are already oversubscribed.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 9 9 7	P	Blake		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 6 6	Julia	Blanc		Objects to Policy SA3, site HRS11 (West Park). Specifically opposes: loss of Green Belt; building at West Park draws people away from city centre; loss of historic parkland; impact on local health via loss of greenspace; increase in road traffic; plenty of brownfield sites undeveloped in city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1	B	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

6 3				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 6 4	Hannah	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 8 7 1	I	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4	Ian	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

6 5				relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 1 6 5	J	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 6 6	Wendy	Blanckley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 3 0 9	P M	Bland		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 3 3	Alex	Bland	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2	Michelle	Bland	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

900			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2902	Simon	Bland	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 2 3	Hannah	Blankley	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 3 7 6	Deborah	Blenkinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 7 8	G	Blenkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 9 5	C	Blewitt	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 3 3 4	Martin	Bloomfield	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			<p>be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 9 9 6	Lilian	Blue	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these</p>

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 2	Martin	Blyth	Opposes to Policy SA3, HRS11 (West Park). Specifically objects to: loss of parkland/leisure area; loss of grazing; lost opportunity to hold community events; loss of village feel; loss of Green Belt; withdrawal of covenant; increased traffic levels/congestion; reduced road safety; loss of wildlife to area.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 3 3		Blyth	Opposes to Policy SA3, HRS11 (West Park). Specifically objects to: loss of parkland/leisure area; loss of grazing; lost opportunity to hold community events; loss of village feel; loss of Green Belt; withdrawal of covenant; increased traffic levels/congestion; reduced road safety; loss of wildlife to area.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 6 7	J	Blyth	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 1 3	M	Blythe	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			<p>Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2961	LM	Boak	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2970	AG	Boak	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
437		Boampong	Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of		The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	
4 3 6		Boamong		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 9 5	M	Boath		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1	Laura	Bolden		Supports the development of the former Vaux site, South Sunderland Growth Area, the Housing Release Sites at West Waterloo Road, James Steel Park, Ferryboat Lane, New Herrington Working Men's Club, the Granaries and Philadelphia as well as the long term use of Station Road North by Travelling Showpeople and Hetton Lyons Car Park for Gypsies and Travellers. Opposed to the Housing Release Sites at Stoney Lane, George Washing Pitch and Putt, Newcastle Road, Southern Area Playing Fields, Glebe House Farm, West Park and adjacent to Herrington Country Park. Also opposed to the short term use of Station Road North by Travelling Showpeople and the proposed Gypsy and Travellers sites at Hendon and Leechmere. Is opposed to West Park as it is part of local life, roads and junctions in the area are already congested and is well used by children and dog walkers. The Pitch and Putt is a unique asset to the area that should not be lost.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
1 8 7 9	Olivia	Boll		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 7 6 7	John	Bollands		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9	Lynsey	Bolton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

3 6				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 7 9	Richard V	Bond		<p>Objects to Policy SA3 - site HRS11 (West Park). The site is historic parkland in the Green Belt and previously regarded as an Area of High Landscape Value. It contains medieval ridge and furrow. The site has many mature trees and is part of Herrington's cultural heritage. The open space was gifted to local people and there is a covenant in place on its use. Proposals are contrary to paragraphs 17-19 of PPS1. The proposals go against basic points of the NPPF that the local plan needs to reflect values and wishes of local people, presumption towards brownfield sites, protection of cultural and historic assets, protection for playing fields. Proposal would be contrary to Council's own Environment Statement. No tree survey or notification of Tree Protection Orders has been produced. No ecological report has been produced. No archaeological report has been produced. The development will result in the loss of mature</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

				trees. Adverse effects on nature conservation and biodiversity opportunities. The loss of green space, which stores and filters water and reduces the risk of flooding. Generation of more traffic onto already congested roads at peak times. There are alternative sites. Suggested alternatives north of Hillcrest, between Farringdon, Silksworth Road and City Way, south of Lakeside village and land north west of Middle Herrington Farm.	
8 8 5	Audrey	Booker		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 8 4	Susan	Booker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

1 3 9 3	Howard	Booker		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 4 9	Ann	Booth		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 3 5 4	Jasmine	Booth		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

5 5 6	June	Borland		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 6 5 2	Jake	Borland		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 3 8	Christine	Borley	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 0 7	Antony	Borthwick		Objects to Policy SA3 - site HRS11 (West Park). Enjoy the peace and tranquility of living adjacent to the park. There is no proven need for such housing and proposals would desecrate park surrounded by ancient stone wall and containing ancient trees. The park is designated as Green Belt and should remain as such. Exceptional circumstances have not been demonstrated to remove the land from the Green Belt. Properties in the area remain unsold and process have fallen over last 10 years. The site contains ancient ridge and furrow. There is a huge amount of derelict unloved land crying out for redevelopment, rather than developing the Green Belt.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 3 2 6	Julian	Borthwick		Objects to Policy SA3 - site HRS11 (West Park). The land represents the centre of a medieval settlement. It is a cultural asset. It will damage the city and accelerate the city's demise and create a faster outmigration of residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 7 9 3	Mary Christine	Borthwick		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of landscape character to area; loss of ancient parkland; loss of ridge and furrow; loss of grazing land; impact on wildlife; Green belt purposes are strongly supported by the site- restricts urban sprawl, prevents towns merging, safeguards land from countryside encroachment; exceptional circumstances not justified; loss of city greenspace; failing to develop on land with least environmental value in line with NPPF; plenty of brownfield sites to use.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
9 6 9	Andrew	Borthwick		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 6 1	Paul	Bosomworth		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3	Michelle	Bosworn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

8 2			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 8 3	Andrew	Bosworth	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 9	Edward	Bourke	<p>Supports proposed Housing Release Sites HRS13,14 and 15. Objects to proposed Housing Release Sites HRS6,7,12 and safeguarded land. Objects to loss of parks and recreational areas for housing, such as James Steel Park and the Southern Area playing fields as these would not benefit the local community, but just provided financial benefit to the local authority.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we</p>

				are running out of viable sites.	
2 2	David	Bourne		<p>Opposed to the proposed sites for Travelling Showpeople and the Gypsy and Traveller site at Hetton Lyons. Believes that the Council is unfairly allocating Traveller plots in the Coalfield Area, especially in the Town of Hetton Le Hole. There is already a number of horses tethered on grassed areas as well as traps and horses using the A182 between Hetton and Houghton, causing a lot of disruption during peak times. Would like to know if Northumbria Police have been consulted. Opposed to the proposed gypsy and traveller site at Hetton Lyons as national cycle events are held at this site as well as the general public using the park daily.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
2 4	David	Bourne		<p>Opposed to the Travelling Showpeople sites and the proposed Gypsy and Traveller site at Hetton Lyons Car Park</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 1 6 1	R	Bourne		<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 2 7	F A	Bousfield		<p>Objects to proposed housing at West Park. The land is used for recreational purposes. The site provides an environmental green space separating East and West Herrington. Mystified why the site has not been registered as a recreational area or village green.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
1 2 6 1	Lesley	Bowater		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 2 7	Michelle	Bowater		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks</p>

1			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 2 5 4	Mark	Bowater	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

3 2 7 1	Michelle	Bowater		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 1 6	Carol	Bowden		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 7 9	Dean	Bowe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9	Angela	Bowe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

9 7			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 4 5	C	Bowers	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to</p>

				<p>dwellings on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
9 1 7	Nicola	Bowes		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 7 2 4	K	Bowler		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 6 6 4	Lauren	Bowman		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 5 3	Andrea	Bowtell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 8 1	Jennifer	Boyd		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 8 0	Derek	Boyd		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 3 5	Susan	Boyd		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerns over loss of wildlife and protected species.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 9 1	Claire	Boyle		<p>Objects to proposed housing release sites HRS1,4,6,12, 14 and the proposed safeguarded land. There are plenty of brownfield sites to build on, which already have infrastructure. Additional concerns regarding HRS12 relate to impact on countryside, schools, doctors and local roads. Not building affordable houses, but expensive family homes. Objects to all proposed gypsy and traveller and travelling showpeople sites. Feels that the travelling communities should travel, or buy/rent a home.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

				assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 7 2 8	Tammie	Boyle	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 5	Donald	Brackenbury	Objects to Policy SA3, site HRS11 (West Park). Specific objection relates to: withdrawal of covenant; loss of public parkland which is listed as park on council website; impact to primary school capacity; loss of historic ridge and furrow; loss of wildlife; loss of attractive gateway into city; increasing congestion.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 5	Kathleen	Brackenbury	Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of gateway site to city; impact to village character; loss of	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be

2 9				greenspace in area; withdrawal of covenant; impact to mature trees; loss of recreational area for families; impact on school capacity; GP Surgeries capacity; traffic increase; wildlife impact / impact to protected species; there is other land available such as Hillcrest (419), Clinton Place, Elstob (562), south of Gilly Law Flats.	at odds with the recommendations set out in the Greenspace Report.
4 0 4 3	Amie	Bradbury		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 4 1	Lynda	Bradbury		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 4 4	Thomas	Bradbury		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 1 9	A M	Bradford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

					have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 1 3	Lisa	Bradford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 9 2 0	T E	Bradford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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2 6 3 5	E	Bradham	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1	Ricardo	Bradley	<p>Opposed to all of the South Sunderland Growth Area sites except Cherry Knowles. Believes that green space is a community resource which should not be built on, the plans promote car use, people leave the City as the Centre is poor and that the wrong houses are in the wrong areas. The plan should be progressive and demand zero carbon homes built to Passivhaus standards. Opposed to all of the Housing Release sites except the safeguarded land. The Green Belt should not be built on and the Council needs to listen to the community. Supports all of the travelling showpeople and gypsy and traveller sites.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan</p>

				period. Where necessary, plans should also identify ‘safeguarded land’ in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as ‘safeguarded land’. This approach is justified in the council’s evidence base.
3 3 7 3	J	Bradshaw	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council’s Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 8 0	Jackie	Brady	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park’s use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 7 9	Jamie	Brady	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park’s use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
384	Neil	Braithwaite		Objects to Policy SA3 - HRS11 (West Park). This would affect the character and beauty of this part of Sunderland. The Council has underestimated public feeling regarding the proposals. Would like to know that residents feelings are being taken into account. These are important areas to help maintain a better quality of life and improve the visual impression of Sunderland. If there is a need for more housing, brownfield sites should be used.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4057	Keith	Braithwaite		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
338	Geoff	Braley		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. It is not suitable as it is next to private housing and an old peoples home. Concerns over littering and potential increase in crime.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
381	Angela	Brand		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Impact on Penshaw monument and Herrington country park. Concern regarding traffic congestion. Impact on schools and local GP surgeries. Would like the land to be kept green and beautiful and left alone.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
380	Peter	Brand		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Concerns over the impact on Penshaw, Penshaw monument and the country park. The area is one of the most picturesque and should be embraced not spoiled.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
385	Lee	Branney		Objects to proposed gypsy and traveller site at Hetton Lyons ponds. Would like to know what action is going to be taken to stop this going ahead.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 2 1 2	M	Bransby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 2 9	T	Bransby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 3 1	T	Bransby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

				Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 7 7	Julie	Branton	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2 1	Eileen	Braybrook	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 0 2 1	Lorna	Breeze	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 4 9	Karl	Brekke	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 1 2	J	Brennan	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 0	Sharman	Brennan	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 6	Mark	Brennan	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 0 2	Aidan	Brennan	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
2840	Elisabeth	Brereton		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3803	Terry	Brereton		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 5 8	J R	Brett	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.</p>

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 6 3	C A	Brett		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 0 1	T	Brewis		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

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8 5 7	Eva	Brewster		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 4 4	Ken	Brewster		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 3 5	P	Brice		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 1 0	Kevin	Bricknall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified

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3 6 0 8	Lynn	Bricknall	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 8 6	M	Bridge		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 5 0 1	Mark	Bridgewood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 6 5	Paul	Briggs		Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.	This site has been discounted following the Green Belt Review.
3 2 6 7	Sheena	Briggs		Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.	This site has been discounted following the Green Belt Review.
1 2 4 9	Gill	Briggs		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
8	Suzanne	Briton		Objects to proposed gypsy and traveller site at Hendon. Hendon	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further

6 9				ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 4 6	Karen	Britt		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 6 8	B	Britton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 7	Jamie	Broadbent		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Green Belt should remain as Green Belt.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

3					the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 7 9	Mavis	Broadbent		Objects to PolicySA3 - HRS12 (Land adjacent to Herrington Country Park) The site should be left green and not be built on as it is designated as Green Belt.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 7 1 5	J	Brook		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 2 3	E	Brook		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 8 4 1	Pat	Brookes		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 2 0	William L	Brookes		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 8 9	J	Brooks		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 9 3		Brooks		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 3 1	Lee	Brooks		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

				<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1860	Jemma	Brough		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4395	Sharon	Browell		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 3 9 7	Andrew	Browell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 9	Charlotte	Brown		Opposed to the Housing Release Sites in Springwell. Believes the proposed additional homes, residents and traffic would have a detrimental impact on not only Springwell village but also the local surrounding area. Will result in the loss of greenspace and concerned that it will set a precedence to build on Green Belt.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
4 8 1	Deborah	Brown		Object to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Impact on house prices and traffic. Purchased house for location surrounded by green belt and animals.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2021	Gareth	Brown	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
173	Katherine	Brown	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell

					Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
150	Katherine	Brown		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.
608	Lyndsey	Brown		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1932	Scott	Brown		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

				Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 3 9	Darren	Brown	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 3 8	Darren	Brown	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 9 1	Keith	Brown	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 1 6	Joan	Brown		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 2 4	G	Brown		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

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1 3 6 8	Steven	Brown	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 5 8	Nicola	Brown	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1406	Michael	Brown	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1612	Matthew	Brown	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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2065	Katherine	Brown	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 6 7	Christine	Brown	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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1 6 1 1	Alexandra	Brown	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 6 4	Malcolm	Brown	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 6 9	Pam	Brown	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1409	Irene	Brown	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate</p>

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 5 6 3	Daniel	Brown		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 7 2	Jeff	Brown		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 4 4 2	Ruth	Brown		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 5 0	Eva	Brown		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 5 9	Esther	Bruce		Objects to Policy SA3, site HRS11 (West Park). Specifically opposes: loss of Green Belt; building at West Park draws people away from city centre; loss of historic parkland; impact on local health via loss of greenspace; increase in road traffic; plenty of brownfield sites undeveloped in city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 6 6	Esther	Bruce		Objects to proposed development at West Park. Loss of West Park will destroy the character of Middle and East Herrington, and remove a greenspace that provides a safe and quiet oasis within a very built up and noisy area. Doxford International has already developed on much greenfield land in the area, and the overall environment worsens with increased traffic and parking. The type of housing proposed is wrong - young people need affordable housing. Development would add to noise, pollution and dirt and increase road traffic. What other areas would be greened/improved in compensation? Access off Herrington Road would be difficult and dangerous to achieve.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 5	Graeme	Bruce		Opposed to the development of West Park. Regularly use West Park for recreation with friends and neighbours. Strongly object to the loss of green space and impact on the environment caused by increased traffic and development.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 5 7 3	Ben	Brunger		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.

2 5 7 2	Jack	Brunger		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 0 5 5	K	Brunger		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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3 5 5	Joan	Brunton	Opposes Policy SA3, site HRS12 (Penshaw). Specifically objections: the Green Belt should be kept; there is no justification for more houses; too much development already in Penshaw; loss of greenery; impact to schools, traffic congestion; loss of wildlife; wildlife loss to children.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 9 7 1	Michelle	Brunton	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 9 8	Claire	Bryan	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 7 9	Hilda	Bryan		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 8 4	Martin	Bryant		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 7 6	David	Bryant		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				<p>A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 3 6 1	Pam	Bryers		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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4 3 1 8	Marie	Bryson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 1 7	Kathryn	Buchanan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3	Donna	Buchanan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

6 1 8			housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 6 3	Neil	Buckett	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 4 1	Margaret	Buckingham	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1391	D	Buckingham	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
926	Andy	Buckles	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Without the car park- distance for fisherman to walk with equipment would be very long.	
3 1 8 9	Lynne	Buddin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 3 3	Nicola	Buglass		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 7 1 9	Raymond	Bulch		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2721	Elizabeth	Bulch	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 6 8	Jason	Bull		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 1 3 9	Tanya	Bulman		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>

4 3 7 1	Andrea	Bulmer		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 0 9	Stuart	Bulpit		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 1 2	Elaine	Bulpit		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are set out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3 5 7	Kriss	Bunker	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 8 0 1	Wendy	Bunt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 9 7	Renee	Bunt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1 7 9 2	Gary	Bunt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 8 2	Alan	Bunt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 0 1 5	Donia	Burden		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
1011	Karl	Burdon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
14		Burgess		Supposes the development of the Former Vaux site but is opposed to the Housing Release Sites in Springwell and Washington.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
237	Ashley	Burland		Opposed to the proposed Housing Release Site at West Park on the grounds that the park should remain for recreation purposes, the loss of Green Belt land, it is an asset to help increase the health and wellbeing of the local residents, the land has high archaeological value, put increasing pressure on existing roads	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4284	Garry	Burlinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4296	L	Burlinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2476	G	Burn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 7 5	F	Burn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

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2 3 4 6	Dylan	Burnett	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 3 4 4	Keith	Burnett	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 4 5	Carly	Burnett	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

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1023	Thomas Edward	Burnhope		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3899	Jacquie	Burnhope		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
536	Elizabeth	Burnip		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

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8 6	Rachel	Burns		<p>Opposed to the development of the Former Vaux Site. Believes that the site should be used for shops and restaurants. Support for the development of the South Sunderland Growth Area Opposed to the Housing Release Sites at Mount Lane, Peareth Hall, Southern Area Playing Fields, West Park, adjacent to Herrington Country Park, New Herrington Working Men's Club, Philadelphia and the Safeguarded Land. Believes the areas should remain as open space/parks. Opposed to both of the proposed sites for Travelling Showpeople and the Gypsy and Traveller site at Leechmere.</p>	<p>The Vaux is allocated in the Publication draft for office and residential development. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
1 8 2 0	Kathleen	Burns		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2002	Max	Burns	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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1 8 2 6	Peter	Burns	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2001	Eve	Burns		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2708	A	Burns		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
362	J	Burnside		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

4				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
8 2 3	Danny	Burrell		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 6 7	Ryan	Burrows		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 5 4	Lesley	Burt		Supports Vaux site but opposes Policy SA3 site HRS12 (Penshaw).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 1 3 8	Alan	Burton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

					city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
491	Dianne	Burton		Objects to Policy SA3 site HRS12 (Penshaw). Specific concerns relate to: school capacity; GP Surgeries; loss of open countryside; impact on wildlife; loss of views; traffic increase and road safety.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
318	Graeme	Burton		Objects to Policy SA3, sites HRS6 (James Steel Park), HRS11 (West Park), HRS12 (Penshaw), HRS13 (Herrington) and Safeguarded Site. Also objects to both Travelling Showpeople sites. Supports Gypsy site at Hendon but objects to gypsy sites at Leechmere and Hetton.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
248	Lyndsey	Burton		Supports the proposed redevelopment of Vaux site. Objects to proposed Housing Release Sites at West Park (HRS11), Herrington Country Park (HRS12), New Herrington Working Men's Club (HRS13) and the Philadelphia Complex (HRS15). Also objects to proposed gypsy and traveller site at Hetton Lyons car park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate

				<p>Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A number of studies have been carried out including a Phase 1 Habitat Survey, Archaeology Study and Heritage Statement, Transport Assessment and Noise survey relating to this site and also the wider redevelopment of the Philadelphia Complex, and it is anticipated that the issues raised can be mitigated against. In particular sensitive design is needed to minimise impact to neighbouring properties and to blend with the remainder of the Philadelphia Complex development, including the Listed buildings. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.</p>
3 4 4 7	Grace	Burtonwood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the</p>

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 1 2	Parry's	Butchers	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 7 3 5	Mitchell	Butler	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 0 8	Gemma	Butler	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 9 8	Trina	Butler- Richardson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would

					be required for each development.
4073	N	Butters		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4061	Louise Alice	Butters		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1396	Adam	Button		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
261	A Maria	Bygate		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				<p>brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 9 8	Gary	Cadman		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4 6 2	Jospeh	Cain		<p>Objects to Policy SA3, site HRS12 (Penshaw).</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 9 5	Sue	Cain		Objects to Policy SA3, site HRS10, and proposed gypsy site at Leechmere Industrial Estate. Specific concern about Council arrangements for opening-up site at all hours. Objects to site's proximity to residential area and in particular an old persons home.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. Many people were concerned about the loss of the playing fields however they have not been used for at least 3 years and the Playing Pitch Plan indicates that the area is shown to have amenity greenspace levels above the City average, although further greenspace adjoins at Fulwell Quarries which supports the Carley Hill area. The loss of greenspace within the neighbourhood can be offset by the enhancement to the wider Fulwell Quarry area, which is proposed for upgrading into a country Park.
6 1 7	Violet	Cain		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.

3 2 9 7	Melissa	Cain	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 4 6	David	Cairns	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 9 6	Wendy	Caithness	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 2	K S	Calder	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 1 6	Gillian	Calder	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 8 1	Joan	Callaghan		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each</p>

					development
1 5 1 7	Gillian	Callaghan		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 5	Jodie	Callen		<p>Objects to Policy SA3, sites HRS6, HRS12, HRS15 and Safeguarded Site. Concerned that in Penshaw area the schools are already over-subscribed, and already existing strain on doctors surgeries. Also concerned about additional traffic on narrow roads leading to further congestion.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green</p>

					Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 5 7 3	Elizabeth	Calvert		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 5 7 2	George	Calvert		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
6 2 5	Janice	Calvert		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

					Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 1 6	Audrey	Calvert		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 1 8	Joseph	Calvert		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 5 3 8	J	Calvert		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7	J	Cameron		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

6 9				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 7 0	Keith	Cameron		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4487	A	Campbell	<p>Object to proposed gypsy site at Hetton Lyons Country Park. Concerned that not all residents received leaflets. Car park well used by many people. question how out of 117 sites Hetton has been chosen.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
300	David	Campbell	<p>Supports Vaux allocation, as it supports the city centre for business and retail. Supports Cherry Knowle development as the land stands wasted. Objects to the other South Sunderland Growth Area sites. Supports housing release sites HRS1,2,3,9 and 10. Objects to proposed housing release sites HRS4,5,6,7,8,11,12,13,14 and 15. Objects to proposed safeguarded land.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

					city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base.
3 1 3 2	George	Campbell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 6	M	Campbell		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	Leechmere has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 6 6	A	Campbell		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

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9 7 2	Lorraine	Campbell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 1 0	A	Campbell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 1 1	Emma	Campbell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 4 9	John	Campbell		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

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1 5 5 3	Donald	Campbell	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 4 4 1	Pamela	Campbell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 5 3	Andrea	Campbell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 2 8	Barbara	Candler	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 3 3	Lisa	Candler		Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 4 0	Richard	Cantillon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 9 9	Allan	Card		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 5 6	James	Cardine		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 9 9 5	I	Carlson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 4 8 8	Lewis	Carman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

				of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 8 7 2	Hayley	Carney		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.
1 9 8 2	Joyce	Carney		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.
2 3 2 2	Eley	Carole		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
3 7 8	Kate	Carpenter		Objects to Policy SA3 - (Land adjacent to Herrington Country Park). Impact on wildlife.
				Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
				Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 3 8 5	Denise	Carpenter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 5	Maureen	Carr		Opposed to the proposed Housing Release Site at West Park on the ground that there would be a loss of Green Belt, the increase in traffic and access to the site.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

3 9 6 7	Shirley	Carr	Friends of Hetton Lyons Country Park	<p>Friends of Hetton Lyons Country Park request Site 94 Stephenson Lake Car Park (Hetton Lyons Ponds) to be excluded in designating a stopover site for the gypsy and travelling community. Not opposed to the reallocation of land within the Country Park at Station Road North/Pearsons Industrial Estate for use by travelling showmen, as the area is not essential to the operation of the country park or detrimental to wildlife. Request following points to be considered: HLCP is an important facility, both in local community and national sporting community, and links to council's commitments to protect, conserve and enhance our environments and plan for healthy communities. Site 94 car park doesn't just serve access for Stephenson Lake but forms southern entrance to the Green Flag HLCP and a gateway for the Great North Forest and the City. Loss or interference with public use of the car park and access to the country park and its rights of way network would be detrimental to its use and enjoyment. HLCP receives thousands of visitors attending major sporting events " cycling, triathlons, dragon boat race and Hetton Summer Carnival " contribute to economic prosperity. Site 94 isn't large enough for the 5 pitches and open space required, as would require central tree belt to be removed. Difficult to maintain space to safely manoeuvre vehicles, trailers and caravans. Not suitable location of work areas for the proposed residents. No provision for grazing horses " HLCP and Eppleton SSSI grasslands are protected. Car park suffers surface water flooding and adjoins a zone 3 flooding area. Stop-over site would be visible from the B1285 bank near historic Eppleton Hall and new Murton Lane housing, visitors will feel intimidated and not a good impression in a city gateway and wouldn't meet Green Flag "welcoming' standard. Car park facilities regularly used daily, so loss would be detrimental to operation and enjoyment of the country park " no viable alternatives for relocating the car park. Car park is used as overflow and coach park for large regional and national events. Horse boxes/trailers use car park for horse riders to gain safe access to off-road routes avoiding Downs Pit Lane. Provides safe access for pedestrians, dog walkers, disabled, cyclists, horse riders, fishermen and vehicles, plus workers during lunchbreaks otherwise inconsiderate parking on industrial estate roads and busy B1285. Stephenson Trail passes through the car park. Local road network increasingly busy due to new developments, long tailbacks/gridlock during peak times as roads already struggle to cope " combined with extended travelling showmans site a gypsy/traveller stop over site would cause further congestion in Hetton. Detrimental effect on surrounding businesses and jobs " Hetton Lyons Industrial Estate is a key employment site (KEA17) but if goes ahead then businesses unlikely to invest in existing sites or choose this site. Suitability ignores the proximity of residential properties (within 80m), nor adjacent private stables and productive farmland. Real amenity issues relating to noise and other nuisance (fuel leakages, sewerage and waste), plus noisy generators and residents. Potentially devastating effect on ecology and biodiversity of the country park, including rare protected species " water voles colony close to proposed site boundary. Should give consideration to requirement for a Habitat Regulation Assessment to assess impacts upon European designated habitats and species " site has national and local BAP species. Proposal is a threat to Hetton Lyons Fishing Club</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
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				<p>who use the car park for Stephenson Lake area, no suitable alternative access for vehicles and equipment (impractical to use nearby bridleway). Car park and entrance is used by local school children when engaging in activities with Friends of HLCP “ wouldn’t be safe to negotiate a way through a hazardous gypsy/traveller stopover site and children may feel intimidated. If lose car park amenity and access the country park would not be able to function effectively, particularly if any new developments on Downs Pit Lane or northern entrance. CSDP proposes removing a considerable area of land from the country park’s western boundary to provide additional accommodation/work space for the travelling showmen, but removal of Stephenson Lake car park and southern public rights of way access is too much and cannot be justified “ Policy H6(5vi) requires new plots/pitches to not adversely affect the character of the immediate areas, the amenity of nearby residents or the operations of adjoining uses. Consideration should be given to locating the stopover site on the Houghton Market Place Council Depot/industrial site, operating alongside the proposed showman site with separate entrance. Flaws identified in the site criteria assessment and unacceptable impacts which cannot be mitigated, and as such Site 94 should be excluded. Contrary to the Council’s aims to protect, conserve and enhance our environment, and responsibilities to enhance and protect wildlife and their habitat. Over 700 individual letters of objection. Attachments include HLCP site boundary plan, LWS plan, habitat plan, Zone 3 flooding area map, water voles report.</p>	
3 1 1 4	Shirley	Carr		<p>Objects to proposed gypsy and traveller site at Hetton Lyons ponds. Open spaces and country parks should be protected from development. Do not feel site has been properly assessed and sufficient consideration given to detrimental effect on the country park. Agree with all the points raised by Friends of Hetton Lyons Country Park. Residential amenity concerns - residential properties in close proximity. Concerns over noise from development. Previous experience of unauthorised encampments included noise issues, waste and intimidation. Car park and entry to country park are vital and well used. Stephenson Trail passes through car park. Changes to car park and entrance would remove disabled access. Concerns about impact on road safety. The area is not large enough for 5 pitches. Not enough room for outmanoeuvring vehicles. Inconsiderate parking. No provision for travelling communities animals. Potential impact on wildlife and nearby SSSIs. Site would be in conflict with criteria 5vi) of policy.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 1 1	Shirley	Carr	Friends of Hetton Lyons Country Park	<p>Supports the points raised by the Friends of Hetton Lyons Country Park. Opposed to the proposed gypsy and traveller site at Hetton Lyons on the grounds that proximity to residential properties has not been considered as it has with other sites, increase in noise from generators, the detrimental impact that the proposal would have on the area, the car park provides access to the park for a number of different groups in particular groups of disabled people and individuals, the Stephenson Trail passes through the car park, access to the site would be dangerous, the site cannot accommodate all of the pitches without the removal of mature trees and manoeuvring space within the site is inadequate, inconsiderate parking is already an issue in the area, there is no suitable grazing space for animals and the development would impact on a wildlife corridor and</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				ecology in the area.	
1 2 0 5	A	Carr		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 4 9 9	S	Carr		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
3 1 5 1	Sarah Louise	Carr Hylton		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 5 8 1	Kirsty	Carrall		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 4	W	Carrick		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

1 6				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 5 0	M P	Carruthers	Pawz for thought	<p>Object to Ferryboat lane on the following grounds; Site is integral to the Green Belt and unsuitable for development in BG stage 1. Its removal from the GB would have an impact on GI and the Wildlife Corridor. The development would be nibbling at the edge of GB. How could this be compensated? Has the clear easily defended north boundary of the Gb not been compromised? How would a new boundary be created? It would impact on the views, people recreation including walking and cycling. It would adversely impact the vision of the City. Has a brownfield register been completed yet? There are empty properties in the city centre. Will the housing need to reduce under the government's recent directive? There are more appropriate site for housing. The development is contrary to policies contained in chapter,5 and 6. The site has been actively promoted by developers. The site is divided by two wooded stream.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has</p>

			Development would dominate the tiny hamlet. The site is isolated to amenities and facilities and would require extensive infrastructure. Impact on biodiversity.	assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
3 6 3 1	David	Carter	Objects to Policy SA3 - sites HRS 2, 3 and 4. Concern over loss of valued green space used for recreational use. For HRS4 - mature trees need to be retained as they restrict traffic noise and absorb pollution. Any proposal should stipulate that these trees should be retained. Concern about loss of public right of way across site. Not opposed to HRS4, but dwelling numbers need to be reduced and focus on green spaces being retained. Less houses will also have less traffic impact. For HRS2 - this should be developed instead of HRS3 and HRS4 as there are already some buildings/houses in the area. For HRS3 if this was developed there would not be a clear divide between Springwell and High Usworth/Donwell. Not reasonable to rely on a motorway as a barrier. Development would diminish rural feel of the village. Impact on local road network. If approved, consideration should be given to building materials. Developers should be using stone, similar to vernacular in main village.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Sprinwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The

					council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 6 5 7	Therese	Carter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 7 8	R	Carter		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 6 4 6	Frederick	Carter	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 2 3	Debbie	Carter		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 6 0	Mary	Cartwright		Objects to Policy SA3, sites HRS1, HRS2 and HRS3 (Springwell Village). Specifically objects to: increased road traffic; school capacity; executive homes not needed, but council homes for rent/social housing for elderly are needed; HRS3 dangerous road access onto Peareth Hall Road.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the

				evidence.
3 0 6 7	Peter	Cartwright	Objects to Policy SA3, sites HRS1, HRS2 and HRS3 (Springwell Village). Specifically objects to: increased road traffic; school capacity; executive homes not needed, but council homes for rent/social housing for elderly are needed; HRS1 access onto Mount Lane problematic; HRS3 dangerous road access onto Peareth Hall Road and impact on sewers.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 5 3 6	Peter	Cartwright	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1690	Mary	Cartwright	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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3002	Samantha	Carver	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106</p>	

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 8 3	Melanie	Casey	Objects to Policy SA3 - HRS1,2,3,4 and 5. For HRS5 (West of Waterloo Road, Usworth) concerned about impact on property price, overlooking and loss of view. Impact of noise whilst being developed. Impact on wildlife. Loss of natural light. Impact of street lights from neighbouring development. Concern over potential flooding. Concern over loss of access to bridlepath. Increased noise from development. Concern over increased traffic on local roads. Suggests building on opposite side of Sulgrave Road.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
2 3 4	Melanie	Casey	Opposed to the development of the Former Vaux Site and the proposed Housing Release Sites at Springwell, George Washington Pitch and Putt, West of Waterloo Road, James Steel Park, Southern Area Playing Fields, Glebe House Farm, Land adjacent to Herrington Country Park and the Safeguarded Land. With regards to Waterloo Road the main concerns are lose of view, effect on house prices, noise during the construction, loss of local wildlife, loss of light and privacy, light pollution, drainage, access to the bridle path and increase in traffic.	The Vaux is allocated in the Publication draft for office and residential development. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites.
3	FJ	Casey	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

3 0 5				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 0 6	Linda	Casey	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

				protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 1 9	Liam	Casey		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 7 9	David	Caslaw		Objects to West park for housing use as would be unpopular.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6 9 0	David	Caslaw		Supports Vaux site and all SSGA sites. Supports 14 of the HRS sites, but opposes HRS11 (West Park). Supports travelling showpeople site at Station Rd but opposes Market Place site and also opposes all 3 proposed gypsy sites. Specific comment on Vaux- design to respect Cultural Quarter and Keel Square. SSGA- logical urban extension, but local amenities must be adequate throughout area. West Park is specifically opposed due to being a much valued local asset, and every brownfield opportunity must be taken before releasing green spaces. Offerton development must remain limited and traditional, and Philadelphia development should be linked to railway history.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document.
5	Gary	Cassidy		Support the development of the Former Vaux Site, the South	Support acknowledged.

9				Sunderland Growth Area, all of the Housing Release Sites and the proposed sites for Travelling Showpeople and Gypsies and Travellers.	
531	Norah	Cathcart		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1221	Norah	Cathcart		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
19	Stephanie	Cato		Opposed to the Housing Release Sites at James Steel Park, Southern Area Playing Fields and Land adjacent to Herrington Country Park. Believes that the proposal is aimed at green areas of Washington	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

			<p>which is used by children and dog walkers although there has to be more suitable sites across the whole Sunderland area. The proposal would take two main green areas from one community. Also concerned about that the through road (Bonemill Lane/New Road) already has a problem with speeding traffic. It will take all the additional traffic to/from the Galleries, highway and A1. As well as whether the local schools can take the likely increase in the number of children. Opposed to all of the Travelling Showpeople sites and the Gypsy and Traveller Sites.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
4 5 6 8	Kevin	Cavan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 5	Christine	Cavanagh	Support for the development of the Former Vaux Site, the Cherry Knowle site, the Housing Release Site at Philadelphia and the proposed Travelling Showpeople site at Station Road North. Opposed to a number of the Housing Release Sites including Mount Lane as developing the land would reduce the gap between Springwell and Gateshead and erode borders and green fields. Access to the site is poor and local services will be put under increasing pressure. Executive housing is not the right type of development for the village. The Village will also be less desirable because of the loss of green spaces. The Peareth Hall site a large site and could accommodate a lot more houses than proposed. Access to the site is poor and development will join Springwell with Washington. There would be no benefit to existing residents and green spaces would be lost and the roads even further congested. The Stoney Lane site is a large site and could accommodate a of more houses than proposed. Access is poor and development would join Springwell with Washington. The land has a tendency to flood. Views would be spoilt and traffic levels would increase. Brownfield land should be developed and vacant properties brought back into use before Green Belt is built on. Developing at the George Washington Pitch and Pitch would again join Springwell Village with Washington and erode the village boundaries and increase traffic levels in the village and result in the loss of green spaces. Development on the Southern Area Playing Fields will reduce the gap between Washington and Durham and increase traffic levels. Development on land adjacent to Herrington Country Park would spoil views and increase traffic levels.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. 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The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. 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Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
2 5 2 2	Allan	Cavanagh	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 8	Stacey	Cellini	<p>Opposed to the Housing Release Sites at Springwell. Believes that the proposed development would change the character of the village and that there is sufficient brownfield land without having to use Green Belt and there are no exceptional circumstances to use Green Belt. The number of potential vehicles that the proposed development will attract will put extra pressure on the village roads.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council</p>

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1 8 3	Stacey	Cellini	Opposes Policy SA3 sites HRS1, HRS2, HRS3 and HRS4. Specific objections relate to: loss of village size/feel; there are plenty of brownfield sites to use; Green belt along the A19 is much more accessible; 364 cars will be generated blocking up local roads; exceptional circumstances are not justified.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1	Don	Cellini	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

371			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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2099	Stacey	Cellini	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

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4 5 4 9	Jeremy	Chadd	<p>Opposes West Park, Middle Herrington - loss of the park would be major loss to local character, historical record and amenities of the area. Particular environmental concerns - important stepping stone in the local wildlife sites, provides habitat for protected species of conservation concern (pipistrelle and noctule bats), tawny owls, and rooks. Long unimproved and unploughed meadows like this are rare in the landscape and support a wide range of invertebrates, other animals and birds. Preserving the tress while building on the grassland would irrevocably damage the wildlife value of this site which depends on the site as a unit containing different but interdependent habitats.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
5 9 9	Joshua	Chadwick	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to</p>

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7 9 5	Ashleigh Louise	Chadwick		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 4 9	Rachel	Chadwick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2 9 3 6	Daniel	Chadwick		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 0 4	Collette	Chambers		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 4 2	Kev	Chambers		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 4 7	Joan	Chambers		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			<p>be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2978	Alaina Chambers		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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160	Michal	Chantkowski	Opposed to the Housing Release Site at West Park. Believes that the development would not be environmentally sustainable.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1408	Ian	Chantler	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1	Anne	Chantler	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

4 8 7				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 5 4	A	Chapman		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable</p>

				zones and green spaces are provided is it possible to provide 135 dwellings on the site.	mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
1 2 2 5	J	Chapman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 4 1 9	Thomas	Chapman		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 5 7	V	Chappell		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 5 7 1	Liam	Chapplow	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 9 2 7	Marcia	Chapplow	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 7 7	S	Charles	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 9 7	I	Charlton	Objects to Policy SA3 site HRS11 (West Park). Specifically oppose: loss of parkland; effect on character of area; effect on roads; road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

3 1 6 7	Isabelle	Charlton		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to loss of greenspace, loss of Green Belt and impact to wildlife.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 9 8	R	Charlton		Objects to Policy SA3 site HRS11 (West Park). Specifically oppose: loss of parkland; effect on character of area; effect on roads; road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 9 2	Stephen	Charlton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 9 1	Tracy	Charlton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 7 3	Lee	Charlton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0	Mike	Charlton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

3 8			Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 3 1	Robert	Charlton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 0 7	Paula	Charlton	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			<p>Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 5 7 6	MALCOLM	CHARLTON	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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				has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 7 9	MADÉLINE	CHARLTON	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 5 2	Michelle	Charlton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

3				<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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4 2 3 7	M	Chicken		<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 8 1	Patricia	Childs		<p>Object to Land at West Park. Sets out the strategic challenges of the plan and how building on the green belt does not meet the challenges or conflicts with them. Queries the population growth and need to build more suitable homes for elderly. More issues than just housing that need to be addressed to stop people leaving. Building executive homes will not help with deprivation Building on land which children play on and study the ecology and putting more pressure on schools will not help academic success. Question how building on west park will increase employment opportunities, other than building the houses. Families will most likely travel out of the area to work. Enough office space within the city. Lots of larger</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

			<p>houses close to the city centre, this needs to be a more desirable place to live. Nice houses alone will not bring people to live in the city. Taking away west park will make it a less desirable place to live. Green Belt is one of the most valuable cultural assets of the city. West park is of huge cultural interest. Develop new cultural assets, but don't destroy the existing ones. People living on West Park would travel outside the city to shop. Building on green belt will not help the supply of office floor space within the city centre. Encourage healthier eating options and smaller portions rather than limiting the number. Hope you are not suggesting hot food takeaways should be opened on outskirts of city, rather than city centre. No reference to building bungalows on West Park. Not a huge demand for family homes in this area. Housing identified on the green belt are not affordable. A settlements character and needs should be considered when planning housing. The amount of housing planned in the Green Belt is in excess of demand. Reducing vacant properties may not be such a need to build on Green Belt. Protect geological and biological sites properly and keep them in good condition. What criteria have you used to class west park as having limited value Surface water flooding issues at the West Park site. Contradicts strategic challenge 20 Building on green belt land will not improve the health of city residents, as removing places where people can do activities. Build homes nearer to metro network. Building homes away from railway stations will not help improve rail connectivity. Building on the outskirts of the city will attract those who own cars. Will greatly increase road system capacity Building homes on west park won't help increase coverage of superfast broadband. Strategic challenge 27 suggest an insider deal with housing developers. Concerns over the lack of responses on the consultation on Stage 3 green belt report and the process of consultation on this report.</p>	
3 5 9 2	R	Childs	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1 4 4 1	Joan	Chilton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 4 5	Robert	Chilton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 7 8	Judith	Chipp	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 6 4	Kimberley	Christie	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

					land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 6 5	Michael	Christie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 5 3 8	Margaret	Christie		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

				<p>further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 6 9 3	Sarah	Christie	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 5 3 0	Dick	Christine	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
8	C E	Christopher	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

7 3				ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 7 1	Sid	Churchill		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 8 2	R.C.	Churchill		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 1	Alfred Maddison	Clark		Opposed to the Gypsy and Traveller site at Hendon on the grounds that it is not safe for children that would be on the site to be so close to an industrial area and narrow road and many of the businesses have security issues.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 8 2	David	Clark		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 8 1	J	Clark		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 2 3	Thomas	Clark		Objects to Policy SA3 - site HRS11 (West Park). Not suitable for housing. Site is green belt and an integral part of the character of the area. Increase in traffic issues in area.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 2 1	Alex	Clark		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 8 1	Colin	Clark		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 3 6	Lucy	Clark	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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2817	Maria	Clark	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

4 0 8 6	Hazel	Clark		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 1	Marjorie	Clarke		Objects to Policy SA3, site HRS11 (West Park). Specific objections relate to: loss of countryside; loss of greenspace; loss of wildlife; increase in local traffic/congestion; impact to A690/A19 junction; pollution increase; school capacity; loss of historic features. Concern that levels of development are proposed yet the population of city has declined.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 0 3 4	Elizabeth	Clarke		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 0 7	Simon	Clark-Jones		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 4 2	Ian	Clayton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 7 4	Lynn	Clayton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 2 9	Deborah	Clayton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1940	Victoria	Clayton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3102	M	Clayton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3103	Joseph	Clayton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3540	Sophie	Cleasby		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 5 5	Kathleen	Cleghorn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5	Alan	Cleghorn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

5 2				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 7 6	Gillian	Clements		<p>Objects to Policy SA3 - HRS10,11 and 12. For HRS11 (West Park) concerns over impact on quality of life and traffic. For HRS12 (Land adjacent to Herrington Country Park) concerns about impact on local infrastructure (medical, shopping education), wildlife and traffic.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable</p>

				<p>mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. Many people were concerned about the loss of the playing fields however they have not been used for at least 3 years and the Playing Pitch Plan indicates that the area is shown to have amenity greenspace levels above the City average, although further greenspace adjoins at Fulwell Quarries which supports the Carley Hill area. The loss of greenspace within the neighbourhood can be offset by the enhancement to the wider Fulwell Quarry area, which is proposed for upgrading into a country Park. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 7 5	Peter	Clements	<p>Objects to Policy SA3 - HRS10, 11 and 12. For HRS 12 (Land adjacent to Herrington Country Park) the site is important for local wildlife and people's wellbeing.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. Many people were concerned about the loss of the playing fields however they have not been used for at least 3 years and the Playing Pitch Plan indicates that the area is shown to have amenity greenspace levels above the City average, although further greenspace adjoins at Fulwell Quarries which supports the Carley Hill area. The loss of greenspace within the neighbourhood can be offset by the enhancement to the wider Fulwell Quarry area, which is proposed for upgrading into a country Park. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable</p>

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1 2 7 7	A	Clements		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.</p>

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 1 5	N D	Clements		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 7 4	Peter	Clemont		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				<p>new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 1 7 2	Peter	Clifford		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 7 5 7	Stuart	Clift		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

				<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 6 8	Neil	Clinton		<p>Opposed to the proposed Housing Release Site at Southern Area Playing Fields as playing fields are limited</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.</p>
2 0 4 5	Sean	Clinton		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 6 2	Margaret	Clish		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 8 8	Iain	Clish		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 7	Lynne	Clothier		Supports the development of the Former Vaux Site and the South Sunderland Growth Area. Opposed to the Housing Release Sites at James Steele Park, the Southern Area Playing Fields as it is regularly used for football matches and land adjacent to Herrington Country Park as it would put increasing pressure on the nearby roads and schools.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has

				<p>assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, the Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 5 0 4	Fiona	Clough	Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that there are protected birds nesting on the site, increased congestion on existing roads, increasing pressure on local services and there are brownfield sites that should be developed before Green Belt.	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 1 3	Fiona	Clough		Objects to SA3, sites HRS11, HRS12 and HRS13.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.
1 0 3 0	Janet	Clough		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 3 6	George William	Clough		Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 3	Jean	Clough		Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

4				prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Council has adopted a tolerance policy.
7 2 7	Laura	Coates		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 6 8	Victoria	Coates		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 6 1	Richard	Coates		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints. 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Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1600	Amanda	Coates		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1605	Daniel	Coates		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 8 3 4	John	Coates		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4	Robert	Coates		Objects to proposed gypsy and traveller site at Hendon. Hendon	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further

080				ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4076	Norma I	Coates		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3560	Louise	Coats		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
355	Shannen	Coats		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

6			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. 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3 5 5 4	Stuart	Coats	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 6 1	Marion	Coats	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

					<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 5 7 4	Andrew	Cockburn		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
3 8 3 5	Luke	Cockburn		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.</p>

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 4 9 9	Phillip	Cockburn		Objects to Policy SA3, site HRS9 (North Hylton). Specifically objects to: impact to corridor gaps / GI corridor damage not permitted; policy conflict - stated importance of Green belt, yet erosion via HRS sites/ protection of valued landscapes/ protection of wildlife corridors; impossible to mitigate for impact of development; conflict with GB purpose to prevent urban sprawl; not sustainable- no services in close proximity; impact on panoramic views; brownfield sites have not been marketed and promoted; originally stated as not currently appropriate for development- what has changed?; access on Ferryboat Lane is narrow and roundabout with A1231 is congested; impact to adjacent businesses; loss of very defensible boundary; wildlife impact has been underplayed; impact to adjacent SSSI and LWS sites; exceptional circumstances not justified; natural springs and watercourse within site- run off is significant; noise traffic generation from A19 and A1231 will affect properties; air pollution from traffic.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
1 2 1 1	Phillip	Cockburn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

					further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 1 3	John	Cockburn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 1 5	Luke	Cockburn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

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3 5 5 9	Adam	Cockburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 7 8	J	Coding		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 2 5	Ron	Codling		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

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2 9 2 8	BM	Codling		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 7 3	Melissa	Cody		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. 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The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1813	A	Coleclough	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1814	Dorothy M	Coleclough	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 4 5	Karen	Colledge		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 3 6	Daniela	Collier		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 0 9	Deborah	Collier		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 5 6 4	Kevin	Collier (Junior)	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 5 5 6	Kevin	Collier (Senior)	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
386	A	Colling		Objects to Policy SA3, site HRS11 (West Park). Specific opposition to loss of greenspace and recreational land to area; impact on local roads; impact on wildlife.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4509	A	Colling		Opposed to the proposed Housing Release Site at West Park on the grounds that it is well used amenity space	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1502	Valerie	Colling		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 7 4	Leeann	Collins		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 6 9	Terrie	Collins		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of greenspace, loss of Green Belt; increased traffic and impact on road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 1	Terrie	Collins		Objects to proposed housing at West Park. Lots of other sites available for development, so why build on a lovely beauty spot. Concerns over parking, access, flooding, overcrowding, lack of areas for children to play, loss of community amenities. Site used by wildlife.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 7 5	Michelle	Collins		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 4 5	Norma	Colwill		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 8 5	Keith	Colwill		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 6 2	Denis	Comax		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 9	Isabel C B	Common		Opposed to the proposed Housing Release Site at West Park on the grounds that the area is well used for recreational purposes, will put increasing pressure on schools and GPs, the City Centre needs improving, creating more pollution from increasing traffic on roads that are already congested and the area is Green Belt and should be left alone.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 7 8	Edith	Conley		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3049	Peter	Conlin	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
152	Paul	Conlon	Support the development of the Former Vaux Site. Opposed to the development of South Sunderland Growth Area and the Housing Release Sites. Believes that brownfield sites should be built on before Green Belt, that Herrington Country Park is a habitat for wildlife that should be protected and that local services and roads will be put under increasing pressure and questions the ownership of New Herrington Working Men's Club.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however

					there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 7 1	Paul	Conlon		Objects to PolicySA3 - HRS11 and 12 (West Park and land adjacent to Herrington Country Park). Concerns over impact on local schools, doctors and roads. Concerned that green belt land is being used when land at Pennywell has been vacant for a number of years.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 1 8 2	Natalie	Conn		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 4 0	Emma	Connell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

				services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 1 6	Ebony	Conteh		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 9 5	V	Conway		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 7	Anthony	Cook		Opposed to the development of West Park	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 7	Anthony	Cook		Opposed to the Housing Release Site at West Park. Questions the ownership of the land and states that it is frequently used for recreational purposes and should remain as open space on health grounds. Development would increase traffic levels in the area making it dangerous for pedestrians. Local services will be put under increasing pressure. Development will change the character of the area. The park is a habitat for local wildlife and has historical value.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 5	Carol	Cook		Opposed to all of the proposed sites for Travelling Showpeople and Gypsies Travellers. Believes that consideration must firstly be given to residents of Sunderland. The Leechmere site is considered to be too near to a nursing home, houses, businesses and a large supermarket. Also located too near to a family pub which could be the source of anti-social behaviour. The safety of residents and businesses should come first.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

2 1 6 2	Jean	Cook		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 4	Kirsty	Cook		Objects to Policy SA3, site HRS12 (Penshaw). Specific objection to impact on greenfield land and use by livestock. Concern that brownfield sites are not being used (e.g. Pennywell). Concern that emphasis is on executive housing but should be affordable homes.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 6 8	Laura	Cook		Opposed to the development of the Former Vaux site, the proposed Housing Release Site on land adjacent to Herrington Country Park and the proposed Travelling Showpeople and Gypsy and Traveller sites. With regards to the proposed Housing Release Site at Herrington Park it is believed that development would be to be detriment to this area and there would be an increase in pressure on local roads, schools and GPs.	The Vaux is allocated in the Publication draft for office and residential development. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 1 0 1	S D	Cook		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 6 3	Carol	Cook		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 1 1	Jayne	Cook		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106

					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2812	Christopher	Cook		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2701	R + J	Cook		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
332	Stuart	Cook		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 2 4	Emma-Leigh	Cook	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 4 4	C	Cook		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 2 3	Raymond	Cook		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 5 6 4	J	Cook		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 5 6 3	R	Cook		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 3 9	Anthony	Coombes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy</p>

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 5 2	Matthew	Coombes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2854	Beth	Coombes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 8 4	Susan	Coombes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a</p>

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 2 3	Angela	Coombs	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 8 0	Andy	Cooper	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 6 8	Pauline	Cooper	Opposed to the sites proposed for development at Springwell as well as the George Washington Pitch and Putt site and the site west of Waterloo Road. The proposed housing will not cater for the existing residents or be affordable and does not believe that planners have considered the impact development will have on the village. The village would be subject to urban sprawl and would merge with Gateshead and Washington and the land that is being deleted from the Green Belt to accommodate IAMP should be the limit. Housing should be located elsewhere.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of

				these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
4 5 1 2	Pauline	Cooper	Opposed to all of the proposed Housing Release Sites on the grounds that housing figures appear to be aspirational rather than based on need and that more should be done to bring empty properties back into use. With regards to the sites at Springwell, objects on the grounds that exceptional circumstances have not been demonstrated, it will result in the loss of openness, it will prejudice the separation of Springwell from other settlements, it will put additional pressure on the road network, local school and GPs, it will have a detrimental impact on the environment. Makes specific reference to the fact that HRS1 is not very well connected to the rest of the village and HRS1 and HRS2 would have detrimental impact on heritage assets in the vicinity. Supports the proposed Safeguarded Land for development and believes that they should be brought forward for development as they are easily accessible and would strengthen the IAMP concept and minimise travel and pollution	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 7 9 0	John	Cooper	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 2 5	Pauline	Cooper	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 3 6	Leslie	Cooper	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 4 4	Evelyn	Cooper	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

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1 7 9 3	Rachel	Cooper	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2	Carolyn	Cooper		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

9 3 2			housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 3 8	Robert William	Cooper	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 0 6	Dave	Cooper	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 7 3	Blanch	Cooper	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 7 6 8	Natalie	Cooper	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 0 5 9	Anne	Copeland	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 4 6	Clive	Copeland	Angling Trust	Opposed to the proposed gypsy and traveller site at Hetton Lyons on the grounds that the Trust are working to improve access to venues and provide coaching sessions at the ponds. Strongly support Hetton Lyons Angling Club objection to the loss of the facility at Hetton Lyons.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 8 2	Margaret	Copeland		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 2 7	Alan	Copland	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 2 3	Geoff	Cork	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 4 2 5	George	Corner	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 3 7	Christine	Corner	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 3	David	Corner	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

6				waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Council has adopted a tolerance policy.
4 0 0	S	Corrigan		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 4 5	Anthony	Cosgrove		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 6 5 1	Joan	Cosgrove		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 6 5	Paula	Cosgrove		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

6				be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 9 9	Paula	Cosgrove		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections are: loss of greenfield land and impact on landscape and local area character; road traffic impact; impact on sewerage, local schools, GP Surgeries; already an extensive amount of development occurring in area; impact on environment and wildlife.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 3 8 6	T	Cosgrove		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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3 4 4 8	Josett	Costello		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 3 8	Aaron	Costello		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 9 1	Vince	Costello		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 2 3	Valerie J	Cottee		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 8 0	B	Cotton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 2 2	S	Coulson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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3620	Lee	Cowan	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1480	Jill	Cowans	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

					frameworks.
8 3 6	Matthew Barry	Cowell		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 2 6	V	Cowell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2	P	Cowie		Is opposed to all of the proposed Gypsy and Travellers sites and states that the site at Leechmere is too close to the care home and residential properties.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4	Frances	Cowie		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

8 8				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. 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3 2 0	Ann	Cowley		<p>Objects to Policy SA3, site HRS12 (Penshaw). Objects to all 3 proposed gypsy sites.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 7 4 0	Leon	Cowley		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: Green Belt justification for removing the site is flawed and contradicts NPPF guidance; OAN is exaggerated- no need for GB incursion; other brownfield sites that could be used; impact on urban sprawl; the site contains historical features that are significant and play a vital role in the landscape character of the local community; and allocation of West Park as a housing release site contradicts both local and national planning policy and should instead be designated as a heritage asset.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 2	Louise	Cowley		Objects to Policy SA3, site HRS12. Specific concerns regarding traffic and schools, need to preserve park, and land for wildlife. Concern that there are more suitable areas for development than this site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 4 5 6	Katie	Cox		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 5 5	Rob	Cox	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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					Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 5 7	Michael	Cox		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 5 6	Nicola	Cox		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 8 7 4	Joanne	Cox	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 8 9	Sophie	Cox	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 6 6	Viv	Coxan	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

6 8 8	Allan	Coxon		Support increased provision of executive housing and use of green belt where appropriate, specifically with regard to site HRS14.	Support acknowledged.
1 9 5 2	April	Coxon		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 9 4 7	M	Coxon		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 8 6	Sharon	Coxon		Support increased provision of executive housing and use of green belt where appropriate, specifically with regard to site HRS14.	Support acknowledged.
9 0 7	P	Cradduck		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 3 0	Kevin	Cradock		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

			and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 5	Brian	Craggs	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 4 8	Dan	Craggs	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 8 7	Beverley	Craig	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 4 3 4	Melanie	Craig		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 2 5	Dean	Craig		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4019	Natalie	Craig		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4063	Eileen	Craig		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4238	B	Craig		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1571	Nichole	Craik		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 4 0 3	Brenda	Cram	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 8 7 1	Kelly	Crank-Field	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
802	R	Cranmer		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4518	Denise	Cranston		Opposed to the proposed Housing Release Site at West Park on the grounds that it is amenity space, would result in the loss of trees and archaeological assets and would increase pressure on existing roads.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3334	Luke	Cranswick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

					<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 3 6	Toni	Cranswick	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3 3 3 5	David	Cranswick	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 3 8	Jake	Cranswick	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

				<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
6	Brian	Cree	<p>Supports the development of the Vaux site but opposed to the Housing Release Sites at Springwell and the safeguarded land. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.</p>	<p>The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to</p>	

				<p>ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
3 9 4 6	S	Crockwell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 3 0	Chelcie	Croft		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 9 3	Neil	Crofter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 5 5	Bruce	Crofter	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 8 3	Paul	Crooks	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2	Margaret	Crosby	Supports development at Cherry Knowle (although investment is needed in local schools) and South Ryhope (infrastructure	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000

			investment is required) but opposed to Chapelgarth, land north of Burdon Lane and the former Vaux site. Supports affordable housing provision but not executive homes and questions the housing numbers. Supports Peareth Hall Farm, Stoney Lane, George Washington Pitch and Putt, West of Waterloo Road, Glebe House Farm, Newcastle Road, New Herrington Working Men's Club and Philadelphia Housing Release Sites. However is opposed to Mount Lane, James Steel Park, Southern Area Playing Fields, Ferryboat Lane, West Park, land adjacent to Herrington Country Park, the Granaries and the Safeguarded Land. Questions the right of the Council to sell the land. Suppose all of the Travelling Showpeople and Gypsy and Traveller sites.	<p> dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Vaux is allocated in the Publication draft for office and residential development. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 2 0 4	M W	Crossland	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 8	Jeff	Crossley	Opposed to Housing Release Sites at West Park and adjacent to Herrington Country Park	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
9 7	Samantha	Crossley	Opposed to Housing Release Sites at West Park and adjacent to Herrington Country Park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 0 2	Nigel	Croucher	Supports allocation of Vaux site. Objects to proposed housing release site HRS12. The houses would spoil the greenbelt and put a strain on existing facilities. A relief road would be needed to avoid Shiney Row roundabout. Plenty of houses already being built in the area. Plenty of other sites that could be built on. Lack of public transport available. A new transport interchange would be required in Shiney Row. Objects to proposed gypsy and traveller site at Hetton Lyons pond.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

					Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 5	Vicki	Croucher		Objects to Policy SA3, site HRS12 (Penshaw).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 6 6	Angela	Crow		Opposed to the development of the Former Vaux Site as cannot access information. Supports the South Sunderland Growth Area, the proposed Housing Release Sites and the proposed Travelling Showpeople sites and the proposed Gypsy and Traveller site at Hetton Lyons. Opposed to the proposed Gypsy and Traveller sites at Hendon and Leechmere.	The Vaux is allocated in the Publication draft for office and residential development. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 7 7	Bradley	Crow		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 6 8	R A	Crow		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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1 5 8 4	Emma	Crow		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 6 2	June	Crow		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

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3088	Ruth N	Crow		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
518	Maurice	Crowe		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1864	Elliott	Cruickshanks		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 9 4 3	J D	Cullen		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 9 4 4	P W	Cullen		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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4085	Joyce	Cummin		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1186	Claire	Cummings		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4519	Heather	Cummings		Opposed to the proposed gypsy and traveller site at Hetton Lyons on the grounds that the car park is used on a daily basis and is often full when events are taking place in the park and people will be deterred from visiting the park.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1913	Lewis	Cummings		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

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2090	Martin	Cummings		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1493	C T	Cummings		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3091	Anne	Cummings		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3413	Paul	Cummings		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4000	Dorothy	Cummings		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2561	David	Cummins		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerns with closing off major access point and as such less attractive for sporting events.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3872	Caroline	Cunningham		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4101	Jack	Cunningham		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
5 2 5	Audrey	Curry		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 9 4 3	Lauren	Curry		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

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2 9 3 9	Michael	Curry		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 8	Ronald	Curry		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

6				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
4 2 1 0	B	Cuthbertson		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 8 2	Jordan	Cuthill		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 9 8	Jordan	Cuthill		I object to Herrington Country Park on the grounds of: Increased traffic, increase noise and additional strain on services. Brownfield sites should be developed first and the greenbelt should be maintained. If developed flora and fauna will be lost	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 6 1	Derek	Cutts		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

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7 8 5	I	Dabrowski		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 5 0	A	Dacres		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 1	S	Dacres		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Not near park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7 3	I	Dalby		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

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3 3 1 1	Anna	Dalby	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>	

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 1 2	Steven	Dalby		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 9 9	Catherine	Dale		Objects to Policy SA3 site HRS12 (Penshaw). Specifically objects to: traffic impact/congestion; traffic noise; impact on GP Surgeries; school capacity; sewers capacity; brownfield sites should be	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

				developed first; impact to village character; wildlife impact.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2157	M	Dale		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1506	Nicola	Dalton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

				cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 2 0	Peter	Dalziel		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 1 7	R	Dalziel		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 4 0	R	Danby		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 3 0	D	Daniels		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

			<p>dwellings on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 4 1 8	Honard	David	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106</p>

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 7	Elaine	Davidson	Objects to Policy SA3, site HRS12 (Penshaw). Also objects to Market Place Travelling Showpeople site and all 3 proposed gypsy sites. Specific objections in relation to HRS12: loss of Green Belt which is a local amenity; impact to wildlife; schools are full and could not take extra places needed; local shops are inadequate and parking is poor at shops; A183 traffic is already chaotic; bus services are inadequate; brownfield land in Sunderland should be used instead; lose the character of Penshaw as a village.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
9 0 5	Colin	Davidson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 9 0	Rose	Davidson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 9 5 4	Sandra	Davidson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 5 5	J	Davidson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 4 4	Ashley	Davidson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	
3706	Kevin	Davidson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4521	Allison	Davies		Opposed to the proposed Housing Release Site at West Park on the grounds that there is sufficient brown field to meet the City's housing needs, it is unacceptable to build on a park, the site is a well-used amenity space with archaeological value, the site has ecological value, questions the ownership of the site and that green belt land should only be built on a s a last resort.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4520	David	Davies		Opposed to the proposed Housing Release Site at West Park on the grounds that there is sufficient brown field to meet the City's housing needs, it is unacceptable to build on a park, the site is a well-used amenity space with archaeological value, the site has ecological value, questions the ownership of the site and that green belt land should only be built on a s a last resort.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
996	Nicola	Davies		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1623	Anne	Davies		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

1 6 2 5	A L	Davies		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 4 0 4	Rebecca	Davies		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 1 7 0	Amy	Davis		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>

6 2 8	Gavyn	Davis		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 1 9	Gavyn	Davis		Objects to Policy SA3, site HRS12 (Penshaw). Specifically objects to: loss of greenfield land; overall scale of development in local area without this site coming forward; impact on schools, GP Surgeries; traffic impact. Plenty of brownfield land around.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
8 9 9	R	Davis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 5 7	I B	Davis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 5	Julie	Davis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1	Melissa	Davis		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

7 6 7				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 6 6	Cairns	Davis		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

				<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2508	G	Davis		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3044	Michael	Davis		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3082	Malcolm	Davis		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3045	J.A.	Davis		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3	Beverley	Davis		<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

2 7 3				to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 4	Emma	Davis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 0 3	Keith	Davis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 5 2	Alwyn	Davison		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: housing numbers proposed being over-estimated; proof that reducing out-migration will work; loss of greenbelt openness; impact on village character; impact on local infrastructure; type of housing does not meet needs for ageing population; brownfield site options haven't been exhausted; school capacity.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 0 4 1	Alwyn	Davison		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: impact to village character and openness; no evidence that site would support reducing out-migration; no evidence that not enough brownfield sites to provide necessary housing in city; impact on mature trees; impact on wildlife/protected species; impact to infrastructure.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6 2 7	Andrew	Davison		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 9 2	Ian	Davison		Supports Vaux site and SSGA sites. Opposes Policy SA3 HRS11 (West Park) and the Safeguarded site, but supports HRS12 (Penshaw), HRS13 (Herrington WMC) and HRS15 (Philadelphia). Supports travelling showpeople site at Station Rd. Supports proposed gypsy site at Hendon but opposes sites at Leechmere and Hetton Lyons. Specifically opposed to HRS11 as it would form unnecessary urban sprawl and be detrimental to village character. Regarding safeguarded land- this should remain as Green Belt and other sites	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify "safeguarded land" in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as "safeguarded land". This approach is justified in the council's evidence base. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the

				should be used.	need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
1 4 6	John	Davison		Opposed to the proposed Gypsy and Travellers site at Hendon. Believes that it is too near to houses and the care home.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 4 2		Davison		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 8 9 6	S.	Davison		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 5	Ann	Dawn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 9 3	Alison	Dawson		Object to Policy SA3 site HRS12 (Penshaw). Specifically objects to HRS12 due to: impact on landscape; impact on Penshaw Monument.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.

2 1 6 6	Hannah	Dawson		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 8 5 7	Heather	Dawson		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
7 0 7	Marc	Dawson		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specifically objects to wildlife impact, traffic increases and loss of greenspace.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

				Development Frameworks.	
3 4		Dawson		Supports the development of the Former Vaux site. Has no opinion on the South Sunderland Growth Area but would like to know what provision is being made for schooling and general practice. Opposed to the Gypsy and Traveller site at Leechmere. Consultee lives near to the site and is worried about the mess and disruption the proposal could cause as well as the effects it could have on local businesses. Feel that being so close to a nursing home is inappropriate and being so close to a pub, is a "possible recipe for disaster".	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 4 4	Edith B	Dawson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 6	Peter	Dawson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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1 6 4 3	Jean	Dawson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1609	Grahame	Dawson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 1 3	Robin	Dawson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 6 7 2	Carole	Dawson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1 6 7 6	Shelia	Dawson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2 5 1 1	M	Dawson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 2 2	Adam	Dawson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3 9 9 0	Andrew	Dawson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 8 3	Vivien P	Day		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 8 6	Don	Day		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 3 6	R	Deacon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 9 5	Jacqui	Dees		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 0 1	Saira	Dees		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

			views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 9 7 7	Carrie	Defries	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 8 3	Emma	Delmonte	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2884	Alex	Delmonte	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1	Julie G	Deltrice	Opposed to the proposed Housing Release Site at Ferryboat Lane on		Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

6 7 9			<p>the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 6 1 9	Steve	Demby	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 1 6	Tracey	Dembry		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 4 8	Anne	Derbyshire		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 2 2	Allyson	Deverson		Opposed to the proposed Housing Release Site at West Park on the grounds that the park is a factor that attracts people to Sunderland, is Green Belt and should be protected, the site has ecological and archaeological value, it was gifted to the people of Herrington, the population figures could be incorrect and the development would put additional pressure on existing roads and schools.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 2 3	Rob	Deverson		Opposed to the proposed Housing Release Site at West Park on the grounds that the site is a park, the site is to be held for the people of Herrington in perpetuity for recreational purposes, there are sufficient brownfield sites in need of regeneration, would put increasing pressure on the existing roads and schools, the site has archaeological and ecological value, the loss of open space used for exercising, would destroy an open route into the City and there is little suggestion of alternative sites.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 2 0 2	Nichola	Devlin		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			impact/congestion, pollution	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 5 2 4	Sharron	Devonport	Opposed to the proposed Housing Release Site at West Park on the grounds that it will put increased pressure on the existing roads and school and the park is used by many for recreational purposes. Also raises concerns over the consultation methods and leaflets were not delivered to some properties.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 5 4 2	Leanne	Diamond	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 2 9	Bill	Dick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 0	Marion	Dick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

4			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 8	Gillian	Dickinson	<p>Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park as it is a massive asset to the area and allows children to watch the animals. Views of Penshaw Monument and Herrington Country Park would become restricted and people would be drawn towards Newcastle rather than Sunderland.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

				Development Frameworks.	
4 1 7	Graeme	Dickinson		Objects to Policy SA3, sites HRS12 (Penshaw). Specific concern that non-Green Belt land should be prioritised before GB incursion; infrastructure cannot cope with increased development - schools, public transport, doctors, shops; impact on landscape and local environment.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
7 9 9	Nigel	Dickinson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 6 0	Nigel	Dickinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 0 0	Tracy	Dickinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 2 2	James	Dickman		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 6 4	Vera	Dillon	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 7 1	Lawrence	Dimery	Supports Vaux site. Opposes SSGA site North of Burdon Lane, together with all HRS sites and the Safeguarded Land site. Also objects to both travelling showpeople sites and the proposed gypsy site at Hetton Lyons (concern that people will be deterred from using park). Specific objection regarding HRS sites/SSGA site and Safeguarded site relates to request to focus all new development on brownfield land, safeguarding and enhancing existing greenfield land to support quality of life/for future generations to enjoy.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and

					will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify ‘safeguarded land’ in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as ‘safeguarded land’. This approach is justified in the council’s evidence base. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3 5 7 7	Alan	Dinning	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council’s Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3 7 5 6	Ann	Dinning		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 8 4	A	Dinsdale		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 8 3	K	Dinsdale		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 3 8 3	S	Dinsdale		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Loss of car park a concern. Concerns over the consultation not being advertised widely.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 2 9	David	Ditch		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 6 9	Marilyn	Ditchfield		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 0 1	Christine	Dixon		Objects to Policy SA3, sites HRS12 (Penshaw). Specifically opposes: loss of Green Belt that should be protected; 600 homes will cause local traffic congestion; impact to GP Surgeries/NHS, Dentists; impact to local schools; it will feel like loss to Herrington Country Park (forms part of open area); damage to local landscape.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.

2 9 4	Jill	Dixon		Objects to proposed gypsy and traveller site at Hetton Lyons pond and proposed travelling showpeople site at Pearsons Industrial Estate. The proposals would use up land which should be used for new businesses. Closing the car park would discourage use of the country park and adversely impact on health and well-being of residents. Inner urban areas are better suited for a transient community. Hetton is a stable and established semi-rural community.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 6 8	Michael	Dixon	Sunderland City Council	Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Concerns over impact on nursing/residential care home. The site is unsuitable as it is next to busy industrial units. A site further away from such uses would be more appropriate.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 6 5	Veronica	Dixon		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 9 6	Barry	Dixon		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 0 2	S	Dixon		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 9	Lisa	Dixon		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

1			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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2 5 3 8	Julie	Dixon	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

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2 3 9 0	Alan	Dixon	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

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2 9 8 5	Margaret	Dixon	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 1 3	S	Dixon	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1	Will	Dixon	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

2 7				include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 4 6	B	Dixon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3	Christine	Dobinson		Supports the development of Chapelgarth Is opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites. In particular Leechmere as the consultee lives near the site, is disabled and would be very scared to pass any site with travellers use. Would feel the need to move from the area if the site went ahead.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
6 1 8	Kathy	Dobson		Objects to proposed gypsy and traveller site at Hetton Lyons ponds. Site is a popular country park. Questions the need for more housing and the impact of these on doctors, schools and traffic. Job opportunities likely to go to those already in contracts, not local people. Having a site would be better than travellers setting up anywhere. Need to keep green belt areas where possible.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 5 4	Lesley	Dobson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. It use will limit car parking, park will not be utilised as much.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 4 7	Chris	Dobson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 9 5	Clare	Dodd		Supports Vaux site and SSGA sites at Burdon Lane, Cherry Knowle and South Ryhope. Supports proposed gypsy site at Hetton Lyons, but opposes sites at Hendon and Leechmere. Specifically objects to Leechmere site due to: impact to residents on Leechmere Road; impact to old persons home; site needs to be away from residential areas.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 8 4 2	Scott	Dodd		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 3 2	Liam	Dodds		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3 5 6	Leanne	Dodds	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 3 4 2	Tracy	Dodds	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 0 5	D	Dodgson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

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2 5 4 5	Linda	Dodsworth	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3 1 9	Caroline	Dolman		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 5 4 4	Jacqueline	Donkin		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 7 7	Louise	Donkin	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each	

					development
4 1 9 3	Ann	Donkin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0	Tracey	Donnelly		Is opposed to all of the proposed Gypsy and Traveller sites	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1	John	Donnison		Is opposed to all of the Housing Release Sites except the Safeguarded Land. With regards to the Mount Lane site development would spoil views across the site and Springwell would no longer be a village, the roads will be extreme busy and make parking issues worse. Also opposed to the Travelling Showpeople sites that have been proposed	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base.
2 9 9 0	Philip J	Dorwar		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 9	Nicola	Dorward		Opposed to Housing Release Sites at West Park, adjacent to Herrington Country Park and New Herrington Working Men's Club. Believes that development adjacent to Herrington Park will be a plot on the landscape.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2	Carol	Dougherty		Supports Policy SA3 sites HRS1, HRS4, HRS8 and HRS13, but opposes HRS6, HRS8 and HRS9. Specific comments: HRS6 should be retained as parkland and not built on; HRS7 should be retained for sports pitches for people to use; HRS9 already has a lot of housing in area. Also opposes proposed gypsy site at Hetton Lyons- this should be retained as a park for visitors and is a beauty spot.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures

					needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 2 3	Craig	Douglas		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Specific concern on the impact to the car park for regular use and event use.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 9 1	Lynn	Douglas		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 7 3	Ian	Douglas		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4087	Donna	Douthwaite		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4527	Jacqui	Dove Reid		Seeks MPs support re. West Park campaign - important to retain green belt areas in the Herrington's. Council should focus on other areas for social housing, do not need up market housing estates, need opportunities for young people to buy their own homes.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
600	Christine	Dover		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
204	Eleanor	Dover		Opposed to the housing Release sites at Springwell, James Steel Park, Ferryboat Lane, West Park, Herrington Country Park, New Herrington Working Men's Club, The Granaries, Philadelphia and the Safeguarded land	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The

					<p>report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an on-going national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these</p>
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					<p>have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. 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There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional</p>
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					<p>Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A number of studies have been carried out including a Phase 1 Habitat Survey, Archaeology Study and Heritage Statement, Transport Assessment and Noise survey relating to this site and also the wider redevelopment of the Philadelphia Complex, and it is anticipated that the issues raised can be mitigated against. In particular sensitive design is needed to minimise impact to neighbouring properties and to blend with the remainder of the Philadelphia Complex development, including the Listed buildings.</p>
210		Dover		<p>Objects to Policy SA3, site HRS12.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
748	Karen	Dover		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Area of outstanding beauty. Cycle way for coast to coast.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

					frameworks.
4 1 9 2	Les	Dover		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 1 7	Lee	Dover		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 8 3	Judith	Dover		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 8 5	Katie	Dover		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 4 8	L	Downs		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 4 2	A	Downs		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 9 8 1	Brenda	Downs		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 5	Jill	Dowson		Objects to Policy SA3, sites HRS1, HRS12 and HRS13. Also objects to travelling showpeople sites.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact

				<p>90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.</p>
3 5 3 4	Chloe	Dowson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 8 7	Martin	Doyle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 8 5	Kim	Doyle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 7 6	Alan	Draffan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 8 2	Oliver	Draffan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 4 3	P	Drane		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 8 7	Christine	Drane		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 9 3	C	Drew		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: no justification to exceptional circumstances; withdrawal of covenant; impact to historic interest/ancient parkland; loss of park that should be protected as village green; site is used for community events; increased traffic congestion; school impact; health provision impact; numerous brownfield sites that could be used.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 9	Y	Drew		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: no justification to exceptional circumstances; withdrawal of covenant; impact to historic interest/ancient parkland; loss of park	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

2				that should be protected as village green; site is used for community events; increased traffic congestion; school impact; health provision impact; numerous brownfield sites that could be used.	
3 9 6 6	Thomas	Drew		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 9 6	Mark	Driver		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 6 6	Emma	Driver		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 2 6	Judith	Drummond		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

				<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
406	A	Dryden		<p>Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1851	Joan	Dryden		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to</p>

					assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 4	P	Dryden		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 9 1	M	Drysdale		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 3 6	K	Drysdale		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				<p>new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 6 8 9	Jean	Drysdale		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 4 4 5	Tom	Drysdale		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal</p>

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 3 5	Sara	Dudden	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 4	Ian	Dudgeon		<p>Objects to Policy SA3 - HRS7 (Southern Area Playing Fields). The land is Green Belt and used for recreational use. The land was sold to the Council on the promise that it would be used for recreational use. Proposals would conflict with the Council's Playing Pitch Strategy (2014). Would conflict with policy to provide amenities and environments that encourage physical recreational activities. Site of Old Fatfield Village would provide better option for development. No indication of how additional impact on infrastructure would be addressed.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.</p>
4 5 6	Ian	Dudgeon		<p>Objects to Policy SA3, site HRS7 (Southern Area PF). Specifically objects to: loss of sports fields (a strategic site in Playing Pitch Plan); impact to people's active lifestyles and health/wellbeing. Concern that empty properties and brownfield land can provide Sunderland's housing needs without Green Belt intrusion. Without specifically supporting site HRS6 (James Steel Park) there is recognition that site is feasible for development.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and</p>

					defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
2 8 7 5	E.E.K.	Duff	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106	

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 1	Stephen	Duffy	Opposes the Vaux site proposal. Opposes SSGA sites at Chapelgarth, Burdon Lane and Cherry Knowle. Opposes all HRS sites and Safeguarded site, and also opposes both Travelling Showpeople Sites.	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 5 0	Marie	Duke	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
751	Tracy	Dunkley	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

					frameworks.
7 7 0	Elizabeth	Dunn		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 9 4	Matthew	Dunn		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 8 3	William	Dunn		Objects to Policy SA3, sites HRS12 (Penshaw). Specific objections relate to: traffic increase, traffic noise, GP Surgeries, School capacity, sewerage infrastructure, brownfield sites should be prioritised, village identity, wildlife impact, potential for flooding in Herrington Burn from development runoff, pylon routing, hedgerows.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

				assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 7 6	L	Dunn	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 9 4	T	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 9 7	David	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 9 9	Susan	Dunn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 0 1	Eileen	Dunn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				<p>A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 2 5 8	Emma	Dunn		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are</p>

				within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 2 1	Arthon	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 6 1	Carole	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

				any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 6 9	J	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 7 3	A	Dunn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 8 1	Kayley	Dunn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3	Gabby	Dunn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

2				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 5 7 7	I	Dunn	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive</p>	

				zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
50	Rebecca	Dunne		Supports the development of the Former Vaux Site and the South Sunderland Growth Area Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3735	Christina	Dunnville Costello		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
359	Charles Edwin	Eagles		Object to Policy SA3, site HRS11 (West Park). Specifically opposes development on greenfield land; loss of parkland- site should be village green; the proposed withdrawal of covenant; loss of parkland; increase in traffic causing congestion and pollution. Opposes use of greenfield land when brownfield land should be used first; concern that population is dwindling so why need for new land?; impact on GP services; loss of Green Belt which prevents urban sprawl; impact on wildlife; impact on ridge and furrow;	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
360	Lyn	Eagles		Objects to Policy SA3, HRS11 (West Park). Specifically opposes loss of The Park, which should have village green status; loss of park having impact on physical and mental health; plenty of brownfield sites to be built-on, and built on first; re-use empty properties first; loss of Green Belt which seeks to prevent urban sprawl; impact on schools, GP Services; loss of areas for wildlife; loss of ridge and furrow. Objects to withdrawal of covenant. Objects to impact to road traffic, pollution and road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1259	Sian	Early		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
840	Tracy	Easton		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4528	Margaret Lynne	Ebdale		<p>Objects to removal of Site HY1 and HY2 north and west of Ferryboat Lane, North Hylton from the Green Belt and its inclusion in Policy SA3 Housing Release Sites for development, as it is contrary to policies in the Core Strategy. Policy E6 1(ii, iii, vii) would be contravened by removing this area from the green belt and the protection it gives to the corridor gap. E10.56 - this development will sever and significantly reduce the green infrastructure corridor - how can you mitigate the loss? Policy E7 - where would replacement land for these last two arable fields in north Sunderland be provided? How can off-site mitigation elsewhere replace them to benefit the corridor? Intrinsically part of the corridor. Policy E11 - an isolated housing estate would take urban sprawl to the A19, be intrusive and would obstruct the beauty of the natural views that are so important in the green corridor leading to the city centre, leaving the remainder of the green belt in this area vulnerable.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these</p>

			<p>Policy E12 - removal of these fields from the green belt will intrude, devastating impact on adjoining wildlife areas and rare salt marshes on the riverside. Policy E13 - would be an isolated housing estate in a field, no existing development in close proximity. Will destroy many landscape, economic and biodiversity attributes of surrounding areas - green lung. How can building a housing estate of 135 executive homes next to a hamlet of 7 houses and pub be considered limited infilling? Would dominate the hamlet due to its size and elevated position. Why was this area described as a greenfield in the green belt review stage 1 but is now described as a brownfield site? Where land of a previous building has reverted to its previous use it is greenfield. Policy E14/E15 - this land is of the greatest natural topographical strategic importance to the panoramic views of the river wear, slopes and steep inclines down to the stream dividing the fields and the river to the south. The two fields are divided by veteran trees, stream is an important wildlife link. An area that cannot be mitigated, recreated or replaced. Green Belt Review stage 1 - conclusion is 'High impact significant mitigation required'. Site 416 Appraisal Conclusion - not considered suitable for development. What has changes from 416 being not suitable to becoming 416a, then HY1 and HY2? HY1 retains its green belt importance but HY2 becomes valueless land suitable to be built on and no loss or major change to the views! HY2 is of vitally important strategical value to the green corridor. Policy SA3 - what is proposed is hardly a sustainable expansion of a settlement. Adverse impact on existing residents adjoining land uses, habitat for wildlife - devastating and detrimental. Cannot be enhanced by taking it out of the green belt, would sever the views and wildlife links and impact on surrounding areas. What public transport? Difficult access (enhances the area). Journey to nearest shops, schools and doctors - to reach these within the areas measured you would need to cross the river by boat as to drive takes far longer. The open space of the fields are intrinsic to the area to be protected, how can 'buffers' protect this space if it is built on? Diverse nature, lie of the land and intensity of its varied habitats - when was ecological assessment done? How and where could mitigation be made? Site sits within an areas of high landscape value, 'the orchard' in the north, Howbridge in the south, LWS and SSCI Barons Quay in the east - how would buffers protect all these areas? Predation of cats would be devastating impact, and greater footfall on salt marshes. Where would the infrastructure needed to accommodate proposed development be taken from? Exit to A1231 and bus routes would be changed, often standing traffic held up on the steep incline to the roundabout. This part of Ferryboat lane is part of the Sustrans cycle route - cyclists will need to negotiate added traffic from a new development. Only special circumstances your planners have given for altering green belt is to fulfil housing projections as not enough brownfield or other sites. An article said Sunderland is one of 15 councils in England with the most brownfield sites - please regenerate the inner core and leave the outer area. As people lose large garden spaces they need open spaces more than ever. Spatial Strategy Sss.1 - building on these fields does not benefit the residents of North Hylton. How do you justify appropriate? It will sever the green belt, take are large open areas vitally conducive to the panoramic views and wildlife. Policy SS2 SSS.12 - how could</p>	<p>have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.</p>
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				development enhance the green infrastructure network when it would sever the green belt? Where would facilities be built or found? SS5.32 Green Belt review - stage 1 site 416 is described as unsuitable for development and of vital importance to the green space along the riverbank, how did it become of no importance? Were the developers made aware the site had been assessed unsuitable, and was a site visit made? This housing estate would be remote, or are there plans to build facilities on site? SS5.37 - this site is not highly urbanised. Pollution - standing traffic existing Sunderland onto the roundabout. Flooding from the fields onto Ferryboat Lane. Noise pollution from the kennels, animal rescue and residents who keep livestock. Attached map showing the area Hellens has bought. Check the figures, do we really need that amount of new housing? Need to hang on to these fields to help compensate for the loss of huge areas of green to monster factories over the other side of the A19.	
1 1 8 9	John	Ebdale		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 0 1 7	James	Ebdale		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				<p>new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 7 7 5	Lynne	Ebdale		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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1708	Les	Eccles		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4013	Joanne	Eden		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3801	Joanne	Edgar		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 9 8	Robert M	Edgar	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3800	Patricia M	Edgar		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are</p>

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2 6 7 2	Alex	Edge		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 2 1	Jill	Edward		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 3 8	Sandra	Edwards		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 0 0	Ian	Edworthy		Objects to Policy SA3 all HRS sites and the Safeguarded Land site. General objections to these sites are: no exceptional circumstances proven, especially as there are over 100 brownfield sites available to build on that Council are not progressing; no consideration of IAMP for housing; overall housing numbers proposed do not match past population decline; SHLAA shows the sites as not currently developable. Specific objections are: HRS1 no current access to land, school capacity, local road impact; HRS2 school capacity and local road impact; HRS3 has sewerage issues, surface water flooding, priority species on site, school issues, local road network impact and no immediate access into site; HRS4 the site has not been duly considered by viability assessment, school issues, local road network issues; HRS12 impact to local park and setting of Monument.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 7 0	Ian	Edworthy		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.
1 7 1	Janine	Edworthy		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell

					Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
704	Janine	Edworthy		Objects to Policy SA3 all HRS sites and the Safeguarded Land site. General objections to these sites are: no exceptional circumstances proven, especially as there are over 100 brownfield sites available to build on that Council are not progressing and these should be progressed first; no consideration of IAMP for housing; overall housing numbers proposed do not match past population decline; SHLAA shows the sites as not currently developable. Specific objections are: HRS1 no current access to land, school capacity, local road impact; HRS2 school capacity and local road impact; HRS3 has sewerage issues, surface water flooding, priority species on site, school issues, local road network impact and no immediate access into site; HRS4 the site has not been duly considered by viability assessment, school issues, local road network issues;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The council have prepared an exceptional circumstances paper.
1976	Janine	Edworthy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
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1 9 7 7	Miranda	Edworthy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 9 7 9	Bridget	Edworthy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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3831	Helen	Edworthy	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each</p>

					development
1 2 8 2	G	Eggerton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 8 2	Nicola	Eglintine		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 1 1	Linda	Eley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 6 6	J	Elliot		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 7 7	Louise	Elliott	Whittle Jones	Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. It is an inappropriate site, as there is no evidence of gypsies/travellers setting up camp here. There is no management plan for the site, so travellers waiting to access site could impact on accessibility for local businesses. Concern regarding potential increase in crime. Proposals may impact on future investment in the area. Inadequate consultation.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 4 6	B	Elliott		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 7 8	Nadia	Elliott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 8 7	George R.W	Elliott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 9 3	Paul	Elliott		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 6 8	Lisa	Elliott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 2 2 4	Michael	Elliott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 7 0	Callie	Elliott-Farrow	<p>Objects to all proposed housing release sites, except HRS15 (Redevelopment of Philadelphia Complex) which is supported. Objects to all proposed travelling showpeople sites. Objects to proposed gypsy and traveller sites at Hetton Lyons ponds and</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				Hendon. Supports proposed gypsy and traveller site at Leechmere Industrial Estate.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 7 1	Jennifer	Elliott-Farrow		Objects to Policy SA3 (all proposed housing release sites). Does not believe that there are enough schools in the area to support HRS12 (Land adjacent to Herrington Country Park). Objects to Policy SA4 (Safeguarded land). Objects to all proposed travelling showpeople and gypsy and traveller sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
1 7 1 4	Pam	Ellis		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 2 3	John	Ellis		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 2 9	Sandra	Ellis		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 1 3 9	Davy	Ellis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 5 5	David	Ellison		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 1 7	Alison	Ellison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 2 3	Beatrice	Ellison	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 2 1	Kathryn	Ellison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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2 6 2 1	David	Ellison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 2 4	Keith	Ellison	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 3 4	Dave	Ellison		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 4 7 9	Dianne	Ellwood		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 0 8	C	Eltringham		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 0 6	J	Elund		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

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2805	J	Elund	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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1064	Y	Embleton		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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1997	Charles	Embleton		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 7 8	Joan	Emerson	<p>Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). The proposals did not show up on property search.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 6 8	Paul	Emerson	<p>Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Proposal did not show up on land search. It will ruin the beautiful area.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

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4 7 2	Lorraine	Emerson- Broadbent		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 7 1 8	George Bryan	Emery		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 4 3	M	Emmerson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 5 2	B	Emmerson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 5 0	Chris	Engleby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 5 2	Colin	Engleby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 5 6	Nicole	Engleby	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

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3120	J	English		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4028	Wendy	English		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2643	Jennifer	Ennis		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 4 2	Jack	Ennis	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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205	Karen	Errington	Objects to Policy SA3 relating to sites HRS6, HRS7 and HRS12.	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead.</p> <p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of</p>

					housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
9 9 5	Julie	Errington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 0 9	Steven	Errington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 0 8	Paul	Errington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 5 8	Shirley	Errington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 4 1	Paul	Errington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 4 3	Margaret	Etherington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 3	P	Evans		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	
3 2 5 3	P	Evans		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of greenspace/recreational area; traffic increase and road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 4 1	G	Evans		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on wildlife.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 8 5	Michelle	Evans		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 8 3	Joan	Evans	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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1 1 8 8	Leanne	Evans		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 7 4 6	Charles	Evans		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 0 2	Linda	Evans		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
4 1 7 0	C	Everden		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 1	Joan	Everett		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it will cause additional traffic and put additional pressure on existing schools and GPs.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 7 5	Joan	Everett		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it would spoil views, create additional traffic and put extra pressure on the local schools and GPs	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 8 6 6	S	Everett		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

				Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 1 9	Beth	Ewart	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 3 5 1	Ian	Ewin	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 3	Natalie	Ewing		<p>Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park Believes that the proposed development is ill-considered and building here would both diminish the view of the country park as well as Penshaw Monument. Would like to know how the land will be drained as it is self-draining at the moment, if the hedge on Chislehurst Road will be removed and how traffic will access the site. Concerned about the increasing pressure that will be placed on existing roads and schools.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 5 2	Dawn	Facey		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specifically objects to: impact on local wildlife; impact of health care system.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1 9 8	Edward	Failles		<p>Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council</p>

			for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 7 5 1	Edward	Failles	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 4 8	Maureen	Failles	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 9 7	Andrew	Failles		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4	Dawn	Failles		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

0 2				evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 3 4	Sonia	Fairley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 4 7	Leslie	Faith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4	Amy	Falcus		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

06				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. 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3821	Craig	Fallus		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 4 1	Heather	Fambely	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 6 3	Terri Ann	Fannon	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 8 0 4	Susan	Farrell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

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3 2 1 1	Janice	Farron	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 0 6	Fay	Farrow	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

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1 6 7 7	George	Farrow		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5 7 8	Elaine	Fathergill		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 3 0	Emma	Faulkner	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 3 1	Kate	Faulkner		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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1 6 8 4	N J	Faulkner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2060	Jack	Faulkner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2447	C	Faulkner	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3479	Michael	Faulkner	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 5 7 9	K	Faulkner	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 0 0 8	Florence	Fawcett	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2810	Alison	Fawcett		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3920	Kelseydee	Fawcett		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 0 7 4	Graham	Fawcett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 2 8	Hayley	Fearnley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 5 1	Cliff	Featherstone		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 2 3	Grainne	Feean		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1086	Danielle	Fellows	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1149	Sharon	Fellows	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1187	Laura	Felton	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2147	Elaine	Felton	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
5 7 5	A	Fenwick	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 7 2	Ashleigh	Fenwick	<p>Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure</p>

					that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced from 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 7 6	Colin	Fenwick		Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.
6 7 5	Michelle	Fenwick	Compass Community Transport Ltd	Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Concerned about impact on existing businesses. Concerns over traffic, additional security needs, littering, noise and disturbance and parking issues. Impact on care home. Devaluation of properties. Significant investment needed to open up site (e.g. access, utilities etc.).	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 7 6	Nadia	Fenwick		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

				the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 8	Pauline	Fenwick	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
4 0 7	W R	Fenwick	Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 2	Ashleigh	Fenwick	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

1			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. 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1 9 9 8	Pauline	Fenwick	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 5 9	Colin	Fenwick	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 5 4	John	Fenwick	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 5 5 7	J	Fenwick	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 3 6	Lisa	Fenwick	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2560	Neil	Fenwick-Donaldson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2556	Ewan	Fenwick-Donaldson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3250	E	Fenwick-Donaldson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
2 7 9	Jason	Ferguson		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it would put additional pressure on the existing infrastructure, there are sufficient brownfield sites in Sunderland and it will ruin the setting of Herrington Country Park.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
6 8 9	K	Ferguson		Objects to Policy SA3 - site HRS11 (West Park) and development of greenbelt sites more generally. Greenbelt land provides environmental and wellbeing benefit. Helps to safeguard against climate change. Concern over impact on mature trees, protected species. The site has historic significance with ridge and furrow. Loss of recreational space. Concern over impact on traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 8 2	Stephen	Ferguson		Objects to Policy SA3 site HRS11 (West Park). Specific objections relate to: loss of greenspace and recreational area that supports wellbeing, historic ridge and furrow, wildlife impact, traffic impacts, school capacity, loss of Green Belt.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 9 9	Lesley	Ferguson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2710	Elaine	Ferguson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a</p>

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 0 4	Michael	Fernandez	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 7 9	Kari	Ferry	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8	Paul	Ferry	Supports the development of the Former Vaux Site, South Sunderland Growth Area and all of the Housing Release Sites except Peareth Hall and land at Newcastle Road. Supports the proposed travelling showpeople site at Station Road North and Market Place Industrial Estate but opposed to Station Road/Pearson Industrial Estate and Market Place for medium to long term needs of travelling showpeople. Believes that the proposed sites at Hendon and Leechmere for gypsies and travellers are more suitable than Hetton Lyons. Strongly opposed to the use of Hetton Lyons Car Park as it is used frequently for events and by the fishing club. People will avoid using the park if the development were to go ahead.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 7 9	Andrew	Fiddes	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 8 7	Grace B	Fiddy	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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3 2 8 8	Robert S J	Fiddy	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development	
4040	Andrew	Field		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1410	J	Fielder		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoys walks in the area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4144	Richard	Fielder		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
280	Ella	Fielding		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park as it is believed that the proposed houses are not needed and the area should be protected.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

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2 9 7 6	Brenda	Fielding		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 9 9 1	Reg	Fielding		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 5	Amy	Fife	<p>Object to HRS1, HRS2 and HRS3 in Springwell Village. Object to executive housing proposed, too expensive for local people to purchase and remain in village. Village already struggles with traffic and parking and this will only get worse. Plans will change the character of village detrimentally.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has</p>

				<p>undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
1 7 4	Helen	Fife	<p>Object to HRS1, HRS2 and HRS3 in Springwell Village. Object to development of executive homes when affordable homes are needed, particularly for younger people who wish to stay in the village. Concern that development will negatively impact on health, school and road infrastructure to unacceptable degree. Proposals equal urban sprawl. Will lead to lengthy disruption to village. Narrow roads cannot cope with traffic levels. Springwell is taking one of the biggest hits in terms of Green Belt release. Brownfield land should be developed first.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot</p>

				be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 7 1 8	Helen	Fife	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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1 7 2 1	Amy	Fife	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1490	A W	Fife	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7	Grahame	Fife		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

1 6				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. 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2 6 2 0	Nina	Fife		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 2 2	Mitchell	Fife	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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1 7 2 8	J.M	Fifie	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 7 3	Keith	Finch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 7 2	Kelly	Finch		I request that Sunderland City Council excludes Stephenson Lake Car Park (Hetton Lyons Ponds), at Hetton Lyons Country Park when considering establishing a transit/stop over site for the travelling community. I feel very strongly that the park is an important facility not only in our local community but also within the national sporting community and links to council's stated commitments to protect, conserve and enhance our environments and to plan for healthy communities. The loss or interference with the general public's use of Stephenson Lake Car Park and the access it provides to the country park and connected network of rights of way would be detrimental to its use and enjoyment. It will be a backward step in relation to the parks Green Flag Award. The Park received thousands of visitors from all over the country who attend major sporting events including those for cycling and triathlons as well as events such as the Annual Dragon Boat Race and Hetton Summer Carnival which raises thousands of pounds for charity. All of these events contribute to economic prosperity. Please keep me informed throughout the consultation and adoption process.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 5 0	Graham	Findlater		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 0 1	Joanne	Finn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 9 8	Daniel	Finn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. I like to go for walks in this area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

					<p>the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 3 1 6	Sarah Ann	Finnie	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each</p>	

				development	
3 7 2 8	Paul	Finnigan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 3 2	Andrew	Firth		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 1 0 8	Robert	Fishburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 9	M	Fishburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 2 9	Barry	Fisher		Asks for MP's opinion about travellers getting a site on/next to Hetton Lyons Country Park.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 8	Alison	Fisher		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

9				whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 8 7	Andrew	Fisher		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 2 0	Margaret	Fisher		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. There is plenty of land to build on without taking away the green belt.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 0 0 1	Edward	Fisher		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 9 4	G.R.	Fisher		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 9 9	Jess	Fisken		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
1 4 9 2	Olive	Fitheridge		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 9 7	George	Fitheridge		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 1 4	M.A.	Fittes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1 7 5 6	Q	Fitzsimon	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 0 6 6	B	Flannigan	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1840	Ian	Flaws		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4344	Julie	Flaws		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1302	Simon	Fleming		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

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1 3 0 7	James Donnison	Fletcher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 7 9 6	Christine	Fletcher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

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3 9 6 4	Kayleigh	Fletcher	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 2 7 3	C A	Flinn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

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3031	M	Flinn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1970	R	Florance		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2780	Sandra	Foggin	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 8 2	DW	Foggin	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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3 3 0 7	Louise	Foley	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 3 4	Brenda	Foote		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 0	Mary Silvia	Forbes		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

9 2				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 0 7 0	Jen	Ford		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 4 9	Joanne	Ford		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 3 6	K J	Forrest		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 0 2 9	Jamie	Forster		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

				assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 3 4	Kevin	Forster	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 3 5	M	Forster	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 1 5	Nicola J	Forster	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2	J	Forster	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

6			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 1 8 1	Louise	Forster	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

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2 3 2 7	David	Forster	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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2 9 9 8	Julie	Forster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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2 8 5 9	Kim	Forster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better	

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 2 9	Sonia	Forster	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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3 0 2 3	Michelle	Forster	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 1	Michael	Forster	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 7 5	Yvonne	Forster	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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3 8 7 7	Paul	Forster	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3880	Nicola	Forster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
403	B	Forster		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

9				waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Council has adopted a tolerance policy.
4 3 4 7	Alex	Forster		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 7 8	John	Forster		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 8 6	John Patrick	Forster		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 8 0	Steven	Forster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

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1 1 7	John	Forth	Objects to proposed Housing Release Sites HRS1, 3, 12 and proposed safeguarded land. Also objects to both proposed travelling showpeople sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 5 7	Lynsey	Forth	Objects to Policy SA3, site HRS12 (Penshaw). Specifically opposes impact on school capacity; GP services; dental services; loss of greenfield land.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 1 2 6	Cherie	Foster	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

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1 5 4 0	Elsie	Foster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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3	Laura	Foster		Opposes travelling community transit/stopover site at Stephenson	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

050				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3817	Les	Foster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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3819	Izaak	Foster		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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3 8 1 8	Karen	Foster	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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4066	Linda	Foster		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2962	Elaine	Fothergill		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 9 6 2	Ann	Fox		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 5 6	Darren	Fox		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 8 1	Ann	Fox		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 6 7	John	Foy		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 8 3	Shaun	Francis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 5 8	M	Frankie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

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3 7 7 9	Angela	Frater		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4	M	Freeman		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

28			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3794	Andrea	Freeman	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3777	Craig	Freeman	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9	Mike	Freer	<p>Opposes travelling community transit/stopover site at Stephenson</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

7 7				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 1 2	JG	French		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 5 9 9	V	French		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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3705	Jack	Friberg	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3703	Chloe	Friberg	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1617	Diane	Frost	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
602	Fiona	Frost		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1760	Anne	Frost		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess

					capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 8 1	Jean	Frost		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 8 2 9	Audrey	Frost		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

				Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 3	C Dale	Froud		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Questions whether the travelling community will pay for the land, pay Council tax, if the site can be bought privately and what the current options for the travelling community are. It will deter people from using the park and fear that crime may increase.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 1	SJ	Froud		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Specific concerns whether site in due course could be privately bought, and general disruption that such site use could cause.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 3	C Dale	Froud		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 7 7	Hetton	Fruit & Veg	Hetton Fruit & Veg	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 8	Sharon	Fryatt		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

5				waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Council has adopted a tolerance policy.
1 6 3	Lyndsay	Furnevel		Object to Policy SA3, sites HRS12 and HRS11. Loss of Green Belt at Penshaw would impact significantly on the local area and community. There is already too much housing development in the area and the road infrastructure (A182 and A183) cannot cope. Public transport is not adequate enough for the area. Despite recognition that the population is ageing (Strategic Challenge 1), current housebuilders are not building homes for older people- what plans are there to build extra care schemes in local area to address this? Houses being built are also not affordable housing, therefore Strategic Challenge 12 is also not being met. Level of development would have a major impact on schools and GP services (already struggling to cope at present). Increasing the population would simply stretch services further (i.e. refuse collections, street cleaning).	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 5 0 1	Gillian	Galbraith		Opposed to the proposed Housing Release Site at West Park on the grounds that it is a well-used amenity space which shows a commitment to health and wellbeing and it would put increasing pressure on existing roads and schools.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 0 6 9	P	Gale		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 9 7	Lorraine	Gallagher		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 0 7	Deborah	Gallagher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1717	Tom	Gallagher	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 5	Michael	Gallagher		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

2				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
3 5 9 4	John	Gallagher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 8 1 2	Barbara	Gallagher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3814	Keavy	Gallagher	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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3 8	Liam	Gallagher		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 8 1 6	Carla	Gallagher		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1620	Brett	Gallon	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1634	Kevin	Gallon	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

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1 6 2 7	Lynn	Gallon		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 8 0	Melanie	Ganley		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 5 3	Danielle	Ganning		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 8 1	Edward	Gardiner		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 7 5	Elizabeth M	Gardiner	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 2 8 6	James	Gardiner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 2 4 8	Victoria	Gardner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The	

					Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3708	Marie	Gardner		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4260	S W	Gargett		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4105	Christine	Garside		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4112	Shelia	Garside		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4169	R	Garside		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
830	Stephen	Gaskell		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				young people and local scout groups.	
2752	Mark	Gatens		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3008	James	Gatens		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 5 3	Emma	Gatens	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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2 7 5 1	Amelia	Gatens	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 1 9 5	Abigail	Gatherer		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of greenspace/recreation area; key role to village; loss of safe area for children.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 3 0	David	Gatherer		To develop housing within West Park, East Herrington is a contradiction to the need for homes and leisure whilst retaining a high quality environment - detrimental for those who use West Park, by name a place for public recreation not for development. A cherished public communal amenity for the residents of Herrington. Covenants imposed upon the land were intended to secure the perpetual use of the land as a Park. If the Council don't retain West Park for leisure our culture and everyday lives will be adversely affected.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 6 6 3	Virginia	Gatherer		Objects to Policy SA3, HRS11 (West Park). Specifically objects to: impact on archaeology; impact to landscape character; loss of greenspace; loss of grazing; increased traffic in area; increased traffic pollution; impact on wildlife; loss of community resource; new housing will impact on trees and affect their future viability; impact on road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 2 4 7	Virginia	Gatherer		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of greenspace/recreation land; loss of grazing land; loss of mediaeval ridge and furrow; impact on key gateway to city; increase in traffic and road safety; potential loss of trees from new housing; population of city is reducing- no need for all of this housing.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 0 4	Ralph	Gathorne		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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4 4 2	C	Gaughan	<p>Objects to Policy SA3-HRS12 (Land adjacent to Herrington Country Park). The site would be built up by investors with only a small proportion for social housing. Has identified many possible sites which are more suitable for development and already have infrastructure. The Council has granted permission for business uses in the city, despite the need for housing. These sites are smaller, so developers only interested in Green Belt for larger profits. Green Belt should only be developed in exceptional circumstances. Concern over impact on environment and local schools and healthcare. Changes to Green Belt and Settlement Breaks will leave inadequate separation between built up areas. Adverse impact on a wildlife corridor to the country park and surrounding areas. Concerns over impact on local road network.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
2 2 1 3	Grant	Gaunt	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

					Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 4 4 8	Janet	Gaydon		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Site will benefit privileged few, whilst most will suffer. We are encroaching on wildlife's space.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 5 6	Frederick	Gaydon-Lownds		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. There are plenty of brownfield sites which should be developed first.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

					further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 6 3 2	Mrs	Geddis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 1	Steven	Gee		Objects to proposed travelling showpeople site at Market Place Industrial Estate. Asks whether rumours of the site are true. Residents have not been consulted or informed.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
4 5 3 1	Steven	Gee		Re. proposal for a site for travelling gypsies (as opposed to showman's guild) - not beneficial to locate the site for 'travellers' at Houghton-le-Spring. Near to a children's playing area. Transients and people tantamount to vagrants living there would cause great concern, would be off limits and not safe. Local crime rate would increase.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 8 8	K	Gendi		Objects to Policy SA3 sites HRS1,2,3,6,7,11,12 and Safeguarded Site. Support for Travelling Showpeople site at Market Place, but opposes Station Rd site. Opposes proposed gypsy site at Hetton Lyons which would impact on park and car park inappropriately.	The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 7 1	Scott	Gerrard		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 3	Michael	Gibbon		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to potential damage that would be caused by the site on the park itself. Concerned that proposal would have negative impact on adjacent businesses.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 4 4 0	Miriam	Gibbon- Arvaniti		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Site should be left available for enjoyment of public.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 4	Wayne	Gibson		Objects to proposed housing allocation at West park. Roads are already congested. Concerned over loss of park land.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
9 6 8	Barbara	Gibson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 5 3	Stuart	Gibson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 6 3	Tom	Gibson		site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 6 7	K	Gibson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 7 6	Gemma	Gibson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1	John	Gibson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

1 9			Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 7 5	A	Gibson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 8 7 6	Edith	Gibson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 0 5	Angela	Gibson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>	

				has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3509	Sandra	Gibson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
352	Paul W	Gibson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

1			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 1 7	Margaret	Gibson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 2 1 4	Joanne	Gibson	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 9 1 4	Karen	Gibson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				and negatively affect local people's health and wellbeing.	
4 2 1 6	Bradley	Gibson		I request that Sunderland City Council excludes Stephenson Lake Car Park (Hetton Lyons Ponds), at Hetton Lyons Country Park when considering establishing a transit/stop over site for the travelling community. I feel very strongly that the park is an important facility not only in our local community but also within the national sporting community and links to council's stated commitments to protect, conserve and enhance our environments and to plan for healthy communities. The loss or interference with the general public's use of Stephenson Lake Car Park and the access it provides to the country park and connected network of rights of way would be detrimental to its use and enjoyment. It will be a backward step in relation to the parks Green Flag Award. The Park received thousands of visitors from all over the country who attend major sporting events including those for cycling and triathlons as well as events such as the Annual Dragon Boat Race and Hetton Summer Carnival which raises thousands of pounds for charity. All of these events contribute to economic prosperity. Please keep me informed throughout the consultation and adoption process.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 6 6	M	Gibson		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 4 7	Marjorie	Gibson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Queries raised as to which additional sites have been considered and why discounted.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 1 5	Michael James	Gibson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 8 1	Emma	Gibson		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 4 9	M.R.	Gibson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 7 4	Pauline	Giles		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Plenty of brownfield sites to be developed. Park should be left for residents to enjoy. Concerns over impact on traffic and parking. Concern over impact on local schools.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
641	Wendy	Giles		Supports Vaux site. Objects to all Green Belt sites and Safeguarded Site, plus all Travelling Showpeople and proposed gypsy sites. Specifically objections to HRS1 leading to more traffic and safety concerns; HRS7 loss of children's recreational fields; HRS11 increased traffic and road safety, quality greenspace; HRS12 construction disruption, traffic increase, loss of open countryside.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
272	Wendy	Giles		Supports the development of the Former Vaux Site. Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it should remain as Green Belt and has ecological value and West Park should remain as Green Belt. Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3500	John	Gilling		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1432	Jack	Gillum		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on coast to coast cycle route.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess

					capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 5 6 5	Richard	Gilroy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 3 1	David	Gilyeat		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3 2 9 0	Diane	Glaister		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 5 2	M E	Glaister		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 5 3 2	Robin	Glass	<p>Objects to plans for housing on West Park, Middle Herrington on the grounds of: roads/highways infrastructure inadequate to cope with traffic increase from 70 extra executive 4-bedroom homes; pollution and air quality; extra junction would make congestion and road safety worse, dangerous for vehicular and pedestrian traffic, against aims of the Local Transport Plan to address safety, security, health and quality of life; school structure in East Herrington primary can't deal with the extra students, already over-subscribed primary academy with little room to expand without ripping up the playing fields - unacceptable to students' welfare; negative effect on the internal and surrounding areas of the park; removing ancient trees would result in loss of habitat for wildlife, destroying home to kestrels, bats, squirrels and buzzards; ancient ridge and furrow markings suggest archaeologically important, not been surveyed; West Park is not recognised as a park in these plans, even though listed as such on the council website; misrepresents the usage of the park and local recreational area. Hypocrisy against comments by Cllr Michael Mordey re. importance of providing green spaces - should maintain these standards and leave the park alone for the people of Herrington. Concentrate plans for development within the city centre and river area, many sites in need of development including brownfield sites which should be developed first, rather than beautiful areas at Penshaw and West Park. Dismiss West Park from</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

				the CSDP to allow the people of the Herrington's to enjoy it as a park, as it was left in trust by the NCB and Sunderland council in the 1960s in perpetuity! The detriment to the area and its inhabitants hasn't been accurately assessed.	
1047	Gayle	Glass		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2787	Shirley	Glass		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
35	Malcolm	Glass		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

1 1			Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 9 0	Chris	Glass	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 7 4	Tony	Glover	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 9 0	Pamela	Glover	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 9 0	Vaughan	Godber	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 6 8	Lesley	Godfrey	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 5 9	Lilian	Golden	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 9 6 3	William	Golden	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would</p>

					be required for each development.
1 5 0 3	Wendy	Goldsmith		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on growing food in the local area. Protecting local habitats.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 1 4 6	J	Goodchild		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4 2 2	Duncan	Goodfellow		<p>Supports Vaux allocation. Objects to proposed SSGA sites at Chapelgarth and Land North of Burdon Lane. Objects to housing release site HRS11 (West Park) due to the unnecessary use of green belt. Questions the need for executive housing in the area. The school is already beyond capacity and the road network is unsuitable</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure</p>

				for access from West Park or Silksworth Lane. Does not believe that there is a housing need. Land is being sold for greed.	provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
500	Goodfellow	Goodfellow		Objects to Policy SA3 site HRS11 (West Park). Specifically objects to: loss of parkland; traffic increase and road safety; school capacity; other available waste land (rear of Clinton Place).	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2639	Caroline	Goodfellow		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

				development	
4067	C M	Goodfellow		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3854	Lisa	Gooding		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1850	Elaine	Gordon		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 4 9	J	Gordon		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 0 7	Linda	Goshorn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 4 3 8	Dylan	Gough		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2814	Sarah	Gough	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
501	Aiden	Goulden		<p>Objects to Policy SA3 sites HRS11 (West Park) and HRS12 (Penshaw). Specifically objects to West Park loss of greenspace that would affect village character.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
104	Louise	Gourley		<p>Objects to proposed Housing Release Sites HRS2,11 and 12. Also objects to proposed gypsy and traveller site at Hetton Lyons ponds.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				<p>and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an on-going national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
1 1 6 1	Bethany	Grace	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 3 7	Rebecca	Grace		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 0 1	H	Graham		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 8 8	M	Graham		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 7 9	R	Graham		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 1 3	Jade	Graham		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoy looking at countryside and wildlife.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 7 6	V	Graham		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 8 5	Bob	Graham		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site There are plenty of brownfield sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 2 1	George	Graham		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoy close links to countryside.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 4 1 8	Robert	Graham		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 5 1	Ian	Graham	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 4 8	Margaret	Graham	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 3	Lindsey	Graham	Opposed to Housing Release Sites at Springwell, James Steele Park, adjacent to Herrington Country Park and New Herrington Working Men's Club.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks

					<p>but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an on-going national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has</p>
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				identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.
1 4 6 6	Alan	Grainger	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. There must be more sites available than this one.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 9 3	Irene	Gransbury	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 2 3	Colin	Gransbury	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

				lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
29	Diane	Gray		Supports the development of Cherry Knowle and South Ryhope. Is opposed to the development of the Gypsy and Traveller site at Leechmere as it is next to a residential area and concerned that it is next to a care home. Also Leechmere road has lots of accommodation for elderly residents. The elderly are vulnerable and travellers could add to some of these residents anxieties Leechmere Road and Toll Bar Road are extremely busy. Extra traffic would add to the congestion. Believes that the proposed site at Hendon would be more suitable as it is further away from residential properties.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
480	Emma	Gray		Objects to Policy SA3 - HRS1,6,7 and 11. For HRS6 (James Steel Park) it would be sad to lose this attractive green space which could be better developed as parkland. For HRS7 (Southern Playing Fields) the site is well used for recreation and helps to keep people healthy. Feel that the consultation has been inadequate. Impact on schools and doctors. There is a lot of brownfield land and wasteland that should be built on first.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
691	Phil	Gray		Supports Vaux site. Opposes SSGA sites North of Burdon Lane and at Cherry Knowle. Supports HRS sites 4,13, and 15, but opposes sites 2,3,6,8,9,10,11,12,14 and Safeguarded site. Opposes both travelling showpeople sites. Supports proposed gypsy sites at Hendon and Leechmere but opposes site at Hetton Lyons. Specifically objects to Hetton Lyons due to: proximity to local businesses; restricting car park capacity and visitors to country park; safety issue with traffic; impact on fishing and weekend users of park.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated

					costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 3 3	Brian	Gray		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 1 4	J	Gray		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 4 6	Karl	Gray		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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2 6 5 3	Paul	Gray	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3721	Phil	Gray		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4002	J	Gray		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4017	F	Gray		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4292	Amanda	Gray		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2207	Joe	Grecian		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
128	E S	Green		Objects to proposed housing in West Park. Site is used for recreation and is still designated as Green Belt. Concerns over increase in traffic. Green Belt in area was previously developed for Doxford Business Park. Cattle use the park for grazing. Govt policy	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				encourages physical activity. There is a grazing covenant on the park in perpetuity. The site has a covenant that it is to be retained for recreational use in perpetuity.	
4 5 3 3	Stephanie	Green		Objects to HRS11 development of Green Belt at West Park/Herrington Park. alternative sites available for housing development and potential to reinvest in the city centre and renovate disused buildings to avoid use of Green belt land; development wouldn't be affordable housing for the majority; would detract/deter residents from Sunderland city centre, making more use of retail parks and facilities in neighbouring councils; removal/disturbance of wildlife and well established ecosystems, wildlife corridor linking Herrington Country Park, Doxford Park and Newbottle. retention of historical ridge and furrow pasture within proximity to ancient monuments, has a rookery and was site to Herrington Hall; SSSI species of flora and fauna in the park, no studies of negative impact on tress and ecological damage or wildlife impact; historical views to Penshaw monument, possible archaeological remains in the park; removal of grazing rights, used for a rare breed of cattle, detrimental impact on educational nature of the site for schoolchildren; loss of natural drainage, effect on water table and potential risk of flooding at lower end of the park and Board Inn junction due to increased surface water run-off; noise/dust from development; regularly used for recreation, contributes to healthy lifestyle; listed as a 'park' on Sunderland website, historical park not category 2, unusual elevated position and vistas of Penshaw monument; was owned by the coal board and given to the people of the area for recreational use, not for housing. would prohibit public rights of way across the park; increased pressure on infrastructure (sewerage, water, telecommunications, gas, electrical); unsustainable pressure on local services, East Herrington Academy and Farringdon School oversubscribed; increased pressure on local health services; limited emergency access in the event of fire/incident; increased traffic congestion from new residents and construction traffic; safety issues accessing local roads; unsustainable increased competition for parking; detrimental effect on local youth groups from removal of community scout hut and play area.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 0 0	D	Green		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 8 8	Julie	Green		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 8 9	Jonathan	Green	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 9 1	Christopher C	Green		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 9 7	Kaye	Green		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 3 5	Kevin	Green		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 4	Andrew	Green		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 5 4	M E	Greenan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 6 9	W L	Greenan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

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2 7 6 3	Andrew	Greener		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4	William	Greener Blackett		Objects to Vaux, all SSGA sites, all Housing Release Sites, the Safeguarded Site and all Gypsy and Traveller sites. Object to Vaux	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site

7				proposals on architecture grounds. Objects to scale of housing development which is not justified as population has been declining. Development should be limited to infills where previous housing once stood. Specific objection to West Park site - rescinding of covenant proposed. Safeguarded land- greenbelt should be protected for the future not for short term profit or unnecessary targets.	will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1091	Elaine	Greenhow		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3918	Ian	Greenhow		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4189	Greg	Greenhow		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
181	Anne	Greenwell		Opposed to the Housing Release Site at West Park. Believes there would be an increase in traffic and opposed to the loss of recreational space.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6	Carole	Greenwell		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

80				Park). Concern over impact on roads, schools, shopping and GP facilities. If building is unavoidable the number of dwellings proposed should be halved.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
684	Owen	Greenwell		Objects to Policy SA3 - site HRS12 (Land adjacent to Herrington Country Park). Number of houses is too high. Local amenities would be unable to cope. Impact on road network. Increase in pollution due to additional traffic.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2834	J	Greenwell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
488	Alison	Gregory		Objects to Policy SA3 site HRS12 (Penshaw).	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
3833	Ben	Gregory		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 3 2	Kate	Gregory	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 0 7 2	HS	Gregory		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 8 2	Marilyn S	Gregory		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 1 9	Ken	Greig		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3030	Mary	Grey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4321	W	Gribbin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1171	V	Grieves		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1494	I	Grieves		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3109	Susan	Grieves	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1750	Stuart	Griffiths	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1740	Lucy	Griffiths	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 7 3	Stephen	Griger	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 9 8 8	Damian	Groark	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.

2 9 8 9	Lucy	Groark		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 9 8 7	Maria	Groark		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 9 2	Michael Gerard	Groarke		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 9 1	Paul	Grocott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 7 1	S	Groves		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3086	M	Gudgeon		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2156	Ann	Guthrie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2155	Ellen	Guthrie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

					assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 7 8	R	Guy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 9 5 3	Claire	Guy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5 6 5	Rachel	Guyll		Object to proposed West Park development proposal. There has been no architectural or historical investigation of the site. The legal restriction prevents the proposed development. No study has been conducted in relation to the sites conservation importance. Policy fails to address current road capacity. Number of smaller residential sites have not been considered. Fails to take into account the housing market as a whole. Concerns over Pennywell site not being developed. Recent residents objections to other plans within the area have been ignored. Council refused to make an application for Village green status. Concerns over lack of consultation information to residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 0 8 0	Watson	H		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 2 5	J	Hackett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 0 1	Carl	Hackles		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 3	Wendy	Hackles		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 2 3	Leanne	Hackney		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

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2 8 9 1	Pamela	Haddock	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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3 3 5 5	J	Haig		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 5 0	Norman	Hakin		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

				<p>new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on wildlife and school places.</p>	<p>city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
7 1 1	Karen	Haldane		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 5 8 8	Ian	Haldane		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 5 1	Karen	Haldane	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 5 5	Stuart	Haldane	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 4 7	T M	Haley	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

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2024	Andrew	Hall		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
414	Graham	Hall		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: development that would affect village feel; loss of parkland; should be registered as a village green; development undermines option for a neighbourhood plan; school capacity; traffic impact on A690/A19 roundabout; impact to local roads; refute claims that exceptional circumstances are proven; cumulative constraints that exist on this site.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
412	Helen Louise	Hall		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; increased traffic and road safety; proposals do not protect and enhance the city's natural and historic environment; there are no exceptional circumstances and no demand for executive houses; impact on local infrastructure; school capacity; GP capacity; impact on gateway to city; traffic congestion.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1144	Josh	Hall		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

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1 1 4 7	Pauline Ann	Hall	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 5 4	Wilfred	Hall	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 5 7	T	Hall	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 3 9	Lisa	Hall	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Wildlife and countryside would be destroyed.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate</p>

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1003	David	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1018	Lynne	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1028	Steven	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1922	Frances	Hall		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

1 9 5 4	Robert	Hall		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 9 5 3	Dorothy	Hall		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 7 7 7	Anthony	Hall	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 3 0	D	Hall	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 5 2	S	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 9 4	Rebecca	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 9 8	N	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 8 7	P	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Park not a suitable location.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 4 3	William Andrew	Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 9 3	Carolyn	Hall	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>	

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3390	Denise	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3197	Joyce	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3401	Sheila	Hall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Impact on the angling club if loose car park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3341	Jean E	Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 4 4	William	Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 4 0	P	Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 7 8	Liam	Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

				<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3895	M	Hall		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4113	Stacey	Hall		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4106	Elsie	Hall		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
734	Janelle	Halliday		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoys the wildlife and walks.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 9 3	Jason	Halliday	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 1	Victoria	Halliday	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 3 1	John	Hall-Williams	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 3 3	Diane	Hall-Williams		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 0 4 2	Philip	Halstead		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 8 4	Maureen	Hamilton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 7 3	Elaine	Hamilton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
80	Peter	Hannah	Opposed to the Housing Release Site at Southern Area Playing Fields. Believes that the site provides much needed playing field amenities. Will be very car dependent as there is no public transport facilities and existing houses would have to be demolished to provide access. Additional traffic will put increasing pressure on existing roads, schools and GP surgeries.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3667	Kelly	Hannah	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3666	Darren	Hannah	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1704	Mark	Hannan		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1533	Jake	Hannan		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2015	Denise	Hannan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

				<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 6	Gillian	Hanratty	<p>Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1 6 1 8	T	Hanratty	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. A lot of history in this area. Too beautiful to lose.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 2 1 3	Linda	Harbottle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 2 5	Michael	Harding		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 5 8	Sarah Louise	Harding	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 7 9	Michael	Harding	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 0 6	J	Hardy	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

				for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Council has adopted a tolerance policy.
1 5 3 2	Susan	Hardy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Loss of site would reduce quality of life of residents.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 4 4	N F	Hardy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Walk around the site for health benefits.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 5 1	V	Hardy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 0 8	P N	Hardy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. This part of North Hylton should remain untouched. Enjoy walking in this area very much.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2872	Emma	Hardy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
311	Margaret J	Hardy		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

0				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
3310	Andrew	Hardy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3274	Margaret J	Hardy		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3371	Sharon	Hardy		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4307	Elizabeth	Hardy	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2115	Pauline	Harker	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 5 9	Philip	Harland		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 7 2	Sharman	Harland		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of greenspace; no more greenspace in area; Plan does not meet NPPF requirements; impact on traffic levels; school capacity; GP Services; should be a village green.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 9 5	Darren	Harmer		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 9	Harold	Harmer		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

4				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 9 3	Pauline	Harmer		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 9 6	Fiona	Harnett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 7 9	Karis	Harnett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 9 0	Lee	Harnett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
1 1 4 2	Sarah J	Harrington		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 3 7	Lisa	Harris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 3 4	Ian	Harris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 8	Anna Marie	Harris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

9			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 0	Brian	Harrison	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Would affect accessibility to the lakes.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6	Bethany	Harrison	<p>Supports the development of the Former Vaux Site and all of the South Sunderland Growth Area sites except land to the north of Burdon Lane. Supports all of the proposed sites for Travelling Showpeople and Gypsies and Travellers.</p>	<p>Support acknowledged.</p>
3 1 2 9	Joan	Harrison	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 5 5 1	Nigel	Harrison	Tyne and Wear Joint Local Access Forum	HRS1 - the proposed pedestrian connections to the western edge of the site should be made available for all Non-Motorised Users (NMUs). HRS2 - The Right of Ways to the eastern side of the site should be upgraded and made suitable for NMUs. HRS3 - The routes designated as 'pedestrian movement' should be made suitable for all NMUs. HRS4 - The Right of Way between the site and the A194(M) should be improved and the Right of Way crossing the site be enhanced and remain separate from the estate pavements. HRS5 - The Rights of Way to the south and east of the site should be upgraded for all NMUs. HRS6 - A footpath with footbridge over Oxclose Burn should be provided on the south side of Bonemill Lane. HRS7 - The current Right of Way adjacent to the site should not be diminished. HRS8 - Pedestrian routes within the site should be suitable for all NMUs. HRS9 - Pedestrian routes within the site should be suitable for all NMUs. HRS10 - Pedestrian routes within the site should be suitable for all NMUs. HRS11 - The existing pedestrian route from Parkside to West Park should be preserved and improved to be suitable for all NMUs and not merely part of an estate pavement. HRS12 - The opening of Chislehurst Road to New Herrington and Philadelphia will increase traffic on A184 to detriment of NMUs. To alleviate this a Pegasus crossing should be installed. No motorised access should be provided from the development into Herrington Country Park. HRS13 - Pedestrian routes within the site should be suitable for all NMUs. HRS14 - The development should respect the Right of Way adjacent to the site. HRS15 - Pedestrian routes within the site should be suitable for all NMUs.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
8	S	Harrison		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

5 2				The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 4 4	P	Harrison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 3 1	M	Harrison		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 7 6 3	William	Harrison	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Would have a detrimental effect on the area.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 7 6 9	Rachel	Harrison	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. This is an area of beauty.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 8 4 8	N	Harrison	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Area of natural beauty for walkers.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1	Lynn	Harrison	Opposed to the proposed Housing Release Site at Ferryboat Lane on	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

9 2 7				<p>the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 1 2 9	Rosemary Eve	Harrison		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 3 5	Michelle D	Harrison		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 1 9 7	Neil	Harrison		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 3 4 7	Kirstie	Harris-Parker		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better</p>

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3748	Leanne	Hartill	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
101	Rachael	Hartis	<p>Object to housing development on HRS12 - Land adj. to Herrington Country Park. Adverse impact upon views and local road network.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>

4 2 9	Andrew	Hartley		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 9 0	Lynn	Hartridge		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1988	Allen	Hartridge	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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2 5 3 9	Giv	Hartshorn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4 5 6 9	Joan	Harvey	Pawz for thought	Object to removing land north and west of Ferryboat Lane, North Hylton from the Green Belt. Fail to understand how Stage 1 set out that the site is unsuitable for residential and now proposing to remove it. Development of the site would be urban sprawl. Part of green infrastructure corridor, of which it would have an adverse impact upon. Part of Strategic wildlife corridor, which is already narrow at this point. Adverse impact upon this. Core Strategy emphasis importance of Green Belt Topography of the site may render site difficult to develop. Destruction of the natural and attractive landscape adverse impact on inward investment. Site has many attractions as a Green Belt site. A number of environment policies are set out in relation to this site. Inaccessible site with regards services and not meet policies CC1 and CC3 of the plan. Due to the slope of site potential surface water management issues. Request to speak at examination should site be taken forward.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
3 7 5	Sarah	Harvey		Objects to proposed housing release sites HRS11,12 and 13.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of

					the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.
1 0 1 0	Michael	Harvey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 4 9	K	Harvey		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 8 3	M F	Harvey		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4406	Reece	Harvey	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4405	Jordan	Harvey	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1892	Glen	Harvey-Golding	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1	Gregory	Harvey-	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

8 9 4		Golding		relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 9 1 1	Louise	Harvey-Golding		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 9 0	Alan	Hassan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1891	Maureen	Hassan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
640	Michael	Haswell		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3118	S	Haswell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2	Pat	Haswell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

6 2 7			housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 2 0	Robert	Haswell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 5 9	Helen	Haswell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2	Will	Haughan	Objects to proposed gypsy and traveller site at Hetton Lyons pond	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need

9 5				and proposed travelling showpeople site at Pearsons Industrial Estate. The proposals would use up land which should be used for new businesses. Closing the car park would discourage use of the country park and adversely impact on health and well-being of residents. Inner urban areas are better suited for a transient community. Hetton is a stable and established semi-rural community.	for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 0 4	Jordan	Hauxwell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 2 6	D	Hawdon		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

				<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Green Belt should be there for grandchildren and great grandchildren.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 5 7 0	Julie	Hawthorn	National Trust	<p>Concerned that the impact of proposed HRS12 and the development of 400 dwellings within the vicinity of Penshaw Monument (which the National Trust owns and manages) is likely to have a potential adverse impact of the setting of this Grade 1 listed building. Appears to have been no heritage assessment undertaken that includes any reference as to the setting of the site within the view of Penshaw Monument. Reference is made to the relevant acts and requirement within it. The green belt assessment gives no consideration to the proximity of the Penshaw Monument as a heritage asset and its setting not to the 'special regard' that must be given. Concern over the encroachment into the setting and increasing urbanisation that will result in the surroundings near to the monument. Unclear within the SA as to whether the monument has been included within the assessment.</p>	<p>The publication draft includes additional policies on Heritage Assets.</p>
1 1 4 8	David	Hawthorne		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been</p>

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 3 9	Sharon	Hawthorne		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 0 3 9	June	Hay		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 3 8	James O	Hayes		Objects to proposed gypsy site at Leechmere. Specifically objects to: site being unsafe for gypsy families due to traffic in industrial estate; poor environment in general.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 9	Mark	Hayton	Timberpak	Object to Policy SA3, site HRS6, though it is clear from the comments that the objection relates to HRS8 (Glebe House Farm). Specific objections relate to their existing operational business which creates numerous large wagon movements into site and on Staithes Rd, and together with Faurecia the road is already congested without housing being developed opposite. Object to housing also due to inevitable noise, dust and heavy vehicle traffic from business operations that will lead to complaints. Object to location of housing within an industrial area, where businesses have deliberately located to avoid residential impact. The business has plans to expand, but is concerned that this development could impact on future proposals significantly.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. This site has been discounted following the Green Belt Review and in response to consultation responses.

2 8 6 4	Richard	Hayton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 2 1	Paula	Hayton	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 3 7	Paul	Haywood	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1 2 2 6	Paul	Haywood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 1 3	Margaret	Haywood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 5 8 4	Margaret	Haywood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 8 9	Tony	Headen		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 3 9	Tracey	Headley		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 4 2 8	Sandra	Heal		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

				<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 2 4	Michael	Healy	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 7 4	Linda	Heaney	Objects to Policy SA3 site HRS11 (West Park). Specifically objects to scale of development, local environment, school capacity, road traffic, noise.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 1 5	Joshua	Heaps	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5	Alan	Heavinden	Objects to Policy SA3, site HRS11 (West Park). Specifically objection in relation to: withdrawal of covenant; effect on wildlife;	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be

4					at odds with the recommendations set out in the Greenspace Report.
1 8 5 2	C R	Hedges		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Need to keep cycle route green and accessible.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

3790	Sheila	Hedgley		Object to West Park on the grounds of loss of amenity space, loss of high quality landscapes, loss of views, loss of greenspace in an area of shortfall, and loss of grazing land.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
746	Colleen	Hedley		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Dark sky area no light pollution won't see starts, will lose wildlife, will cause traffic congestion.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

					further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 7	David	Hedley		Opposed to the Gypsy and Travellers sites at Hendon and Leechmere	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy
4 2	Laura	Hedley		Supports all of the South Sunderland Growth Area Sites except Chapelgarth where no opinion is offered. Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites except Hetton Lyon where no opinion is offered. In relation to Leechmere concern is raised regarding the arrival of travellers often brings with it increased levels of crime. This area is also near to a residential home for the elderly, who are often vulnerable.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3 8 5 8	Victoria	Hedley		Objects to removal of sit HY2, land north and west of Ferryboat Lane from the Green Belt - was assessed as being integral to the Green Belt and unsuitable for development in Green Belt Review Stage 1 and then considered at later stages to be perfect for building houses on. Contradictory to policies E1, E4, E5, E6, E7, E8, E11, E12, E13, E14, E15, E16, E17, E18, CM1, CM4, CM5, SA3. Currently Green Belt land made up of 2 large agricultural fields separated by a stream and wildlife corridor, and surrounded by 2 main A roads. Wildlife habitat, rare view of nature and countryside, alongside C2C cycle route. Set in a tiny hamlet, 300yr old pub, no shop. Building 135 houses would destroy character of the area, ruin views. Few places of pure nature in North Sunderland outside of this hamlet for wildlife or trees. Natural habitat for plants and wildlife will be lost. Owls, hawks, bats (protected species), foxes, grey partridges, and otters in the river nearby - would lose many great assets to our local ecosystem. Building on these fields would close the gap of a settlement break. Agricultural land and food source, self-destructive to pave over it, especially given mass building on what was Green Belt and agricultural land between Washington and A19. More houses equals more cars, executive houses won't rely on public transport (no bus service). More pollution. Fields sit higher than every dwelling in the area, prone to flooding, surface water run-off flowing down the road into the river, where will water go when concrete/tarmac on the fields instead of slowly draining through the land? Quality of life of residents and visitors is currently of contentment. No recorded crime. New estate would attract unwanted attention and opportunist criminals. New houses close to two busy A roads - noise and air pollution, noisy boarding kennels close by. Currently minimal light pollution, will be lost with lots of street lighting in new estates. Residents of North Hylton who will be affected were only consulted weeks before the deadline date, disgruntled by huge and abrupt changes.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
2 7 5 0	Emma	Hedley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 3 2	Ian	Hedley	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect regional cycling events from taking part in the park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 1 4 4	K	Heeley	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 7 0	Rita	Hellens		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 2	Ian	Henderson		Objects to proposed gypsy and traveller site at Hetton Lyons ponds. Concern over property prices and potential increase in crime. Concerns over increased littering. The area has undergone some re-development, but this would discourage people.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 0 0	Sandra	Henderson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 8 8	Joan	Henderson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 2 1	Zena		Henderson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

				<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 0 7	Shirley		Henderson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 4 0	Laura		Henderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

					<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 4 1	Malcolm	Henderson-Knox		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 9 4 6	A	Henderson-Knox		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

				<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 9 1 7	U	Hendson		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 1 5 3	Elaine	Henley		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 9 0 8	Joe	Hennessey		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1710	D	Henshaw		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3289	Sheila	Hepple		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

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5 2 6	Dorothy	Hepplewhite		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 7 7 6	J	Hepworth		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 8 3	Adrian	Herbert	<p>Objects to Policy SA3 - HRS11,12 and 13. For HRS12 (Land adjacent to Herrington Country Park). Would no longer be able to walk children to the field to see animals. Concerns over impact of additional traffic. Do not wish to live on a building site. Impact on wildlife. Concerns over impact on schools. Increased demand for GP surgeries. There are already lots of houses being built in this area. There are also a lot of brownfield sites nearby, which should be rebuilt. The purpose of Greenbelt land is to ensure that the whole countryside is not built over.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1 0 6	Joanne	Herbert	<p>Objects to proposed Housing Release site on land adjacent to Herrington Country Park. Concerns about impact on local roads and infrastructure (schools and doctors etc.). Would not like to live on a building site and land should not be taken from wildlife. Lots of other areas where housing could be built.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2993	Amanda	Heron		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3105	Robert	Heron		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to: impact on wildlife/biodiversity; use of car park constantly by fishermen and also by visitors; impact on regional events; use by schoolchildren for education programme; impact to emergency access; future development of park.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
728	Nicola Ann	Heron		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess

				capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
3 6 9	The WI	Herrington		Objects to Policy SA3 - HRS11 (West Park). Small amount of green space available in the area and West Park gives the area a semi-rural feel. Concerns over traffic impact. Local primary school is already full to capacity. The site is a recreational area. Loss of park will affect people's well-being. Local Scouts, Cubs, Rainbows and Brownies all use the park for outdoor activities.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 2		Herrington Village Show Committee		Objects to proposed housing on West Park. The park was established for open space when transferred to the Council in 1967. It makes a unique contribution to the diversity of landscape. The park defines our community and gives identity to the communities of East and Middle Herrington.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 8 6 2	Lewis	Herron		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 8	Gillian	Hesler		Objects to Policy SA3, site HRS12 (Penshaw). Specifically objects to: loss of greenfield land and Green belt as a whole; impact on views in local area; questioning the stage that the site is at in the planning process; objects to the farming lease being rescinded; that this was not proposed at all 4 years ago; other brownfield sites like Pennywell are being overlooked; question whether 'affordable' homes will genuinely be affordable; impact to schools and GP Surgeries; impact to A183 congestion.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2	Gillian	Hesler		Opposed to the Housing Release Site adjacent to Herrington Country	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

7				Park. Believes that any building on the site would severely affect views from within the park and surrounding areas and wildlife that has been attracted to the park. Also Chester road is already one of the busiest commutes in the city and these proposals would only exacerbate the problem. Believes that schools in the area are already struggling to cope with the number of pupils and children are being forced into attending schools outside their own catchment area and that doctors surgeries are at full capacity. Main objection is that the council are proposing to build on more of "England's green and pleasant land" and once approval is given and houses are built it will never be undone and the geography of the local area will be changed forever. Opposed to the proposed Gypsy and Traveller site at Hetton Lyons.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2718	John	Heslop		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
805	G	Hetherington		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
827	David Alan	Hetherington		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1095	David	Hetherington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1378	Steve	Hetherington		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 7 9	Ronnie	Hetherington	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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2 3 0 9	Melanie	Hetherington		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 6 3 3	DJ	Hetherington		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
430	Wendy	Hewitson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
293	Martin	Hewitt		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The</p>

8				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
2505	Kasia	Heywood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1563	Lesley	Hickman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			<p>be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Effect on wildlife. Light pollution in dark sky area. Family do hiking in this area.</p>	<p>land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 5 7 6	Katie	Hickman	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Effect on wildlife and light pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 4 1 0	M	Hickman	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

3 1 4 3	Craig	Hicks		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 4 0	Lynne	Hicks		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 3 7	Susan	Hicks		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 8 0	L.J	Hicks		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 0 2	Philip	Higgins		Objects to Policy SA3 sites HRS1,2,3,4 and 5, but supports Safeguarded site.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Sprinwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will

					be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1066	Philip	Higgins		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
109	Christopher	Hill		Objects to proposed Housing Release Sites HRS6, 7, 11, 12, 13, 15 and the proposed safeguarded land. Concerned about the impact of HRS12 on road congestion, road safety and school capacity. The area is beautiful land which would be lost.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 1 4 4	Wendy	Hill		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 0 2	Wendy	Hill		Objects to proposed housing release sites HRS 1,2,3,6,7,10,11,12,13 and 15. Also objects to proposed safeguarded land. For sites HRS12 and HRS13 particular concerns over traffic and road safety. Objects to proposed travelling showpeople sites at Market Place and Pearson Industrial Estates.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
8 8 2	Martha Dorothy	Hill		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1	Natalie	Hill		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

2				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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3093	E	Hill	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4410	T	Hill	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4409	P	Hill	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1287	E	Hillier	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

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1 9 2 9	R	Hillier	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2 5 2 8	Karen	Hills		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2 5 2 6	Michael	Hills		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 2 7	K	Hills	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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2 5 2 5	Frankie	Hills	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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8 8 3	Patricia Ann	Hilton		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 8 4	John Joseph	Hilton		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 8 8	Jemma	Hinchliff		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 7 0 5	Andrew	Hind		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 7 7	James	Hind		(historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 6 4	Keith	Hind	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
8 0 7	Michael	Hinds	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 0 3 3	Katie	Hoban	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

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1 5 6 5	G M	Hobson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

					development
3 4 2 1	Robert Kirtley	Hodgkiss		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 9	Sarah	Hodgson		Objects to HRS12 (Penshaw). Object to loss of greenfield land and damage to environment. Concern regarding impact 400 homes will have on GP and school facilities, and the length of time it will take being a building site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 5 6 2	Ian	Hodgson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 5 4	June	Hodgson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 4 0	Iain	Hoey		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6 1 4	Rosie	Hogan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 6 1	Brett	Hogan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

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2 1 1 9	Lindsey	Hogg	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

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3 0 1 2	Elizabeth	Hogg		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 4 8	Michael	Hogg		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 3 0	Bob	Hogg	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect regional cycling events from taking place in the park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 4 4	Mandy	Hokner	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 2 8	Keith	Holden	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 3 4	JAMES	HOLLAND	Object to HRS11 West Park for residential development - was given to the people of Herrington in perpetuity as a recreational facility in the southern part and for grazing at the northern end. Used daily for exercise, dog walking and socialising, removing facility could be detrimental to physical and mental health - should be promoting not removing green areas of land. Southern gateway to the city, would be detrimental to a beautiful street scene. Traffic already extremely heavy, roads are carrying more traffic than they were designed for. Building 70 houses, each with 2 or more cars by the nature of the proposed development, would make the roads even more unsafe for pedestrians and motorists. Development would damage mature trees and their root systems. Evidence of medieval ridge and furrow farming should be preserved not dug up. Range of flora and fauna should not be disturbed. Green wedges and greenbelt should be protected and left untouched for recreation use. Development would have a very real, major negative impact of the local area and its residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 3 5	Margaret	Holland	Object to HRS11 West Park for residential development - was given to the people of Herrington in perpetuity as a recreational facility in southern part and for grazing at northern end. Used daily for exercise, dog walking and socialising - removing this facility could be	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				detrimental to physical and mental health - should be promoting not removing green areas. Southern gateway to the city - would be detrimental to a beautiful street scene. Traffic already heavy at times, roads carrying more traffic than designed for. Building 70 houses each with 2 or more cars would make roads unsafe for pedestrians and motorists. Local primary school is oversubscribed. How will they cope with the extra pupils? Development would damage mature trees and their roots systems. Medieval ridge and furrow farming on the site should be preserved. Range of flora and fauna should not be disturbed. Green wedge and greenbelt should be left untouched. Development would have a very real, major negative impact on the area and its residents.	
1 1 5 1	Jennilee	Holland		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 1 6	Peter	Holland		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 3 5	Peter	Holland		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 5 4	John	Holliday		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
3 8 8 7	Christine	Holliday		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 3 8	William	Hollis		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3	Susan	Hollis		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

3 5			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 3 3	Hayley	Hollis	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 3 9	J	Hollis	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 6	K	Holman		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 3	Lynne	Holman		Objects to gypsy site at Leechmere Industrial Estate. Specifically opposes: impact to elderly care home that site would have; disturbance to care home with gypsies potentially arriving at site at unsociable hours; added noise and disturbance to adjacent care home; increased impact to traffic in area; traffic impact to the school run; slow moving caravans and trotters impact on local traffic; impact to adjacent Hollymere PH; impact to local businesses and effect on sales; impact on road approach to area; impact on house prices and general amenity to neighbouring residents.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 7	Janice	Holmes		Opposed to the Housing Release Sites at Springwell. Believes that development will change the character of the village and join areas together, traffic levels in the village will put increasing pressure on roads and that there are more suitable brownfield sites that should be developed instead of Green Belt	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic

					Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
4 5 8 6	Malcolm G	Holmes	ABP Property Consultants	Supports HRS10 land at Newcastle Road, Fulwell, on behalf of the owner of the adjacent Driving Range to the north of the site. encourages policy of development to meet strategic housing numbers (especially executive style homes), to support economic growth - supports including this area in the SHLAA and Core Strategy. reference to a golf course should be corrected, it is a driving range. boundary to the driving range should not be considered as durable - more sensible hard boundary would be to north of the driving range at the roundabout access road to Fulwell Quarries, could be shared with any future redevelopment of the driving range. residential development would complement the driving range use and mirror housing to east of Newcastle Road. site could come forward ahead of the timescales shown with a more compressed build-out period too, hardly any restrictions and constraints to development.	The council has undertaken a greenbelt boundary review to determine a suitable boundary. This site has been assessed as part of the Green Belt Assessment.
9 8 2	Marie	Holmes		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 9	Barry	Holmes		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 8 1	William	Holmes		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 5	Rhiannon	Holmes		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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2 3 5 2	Trevor	Holmes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 9 8	Lee	Holmes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 4 6	Gary	Holmes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a</p>

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 9 3	Sally	Holt	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 9 4	Sally	Holt	Objects to Policy SA3 sites HRS6 (JS Park) and HRS12 (Penshaw). Specific objection to HRS12: increased traffic/congestion; increased traffic noise; impact on GP Surgeries; school capacity; brownfield sites should be used up first; impact on wildlife; building work will impact on Country Park and setting of Penshaw Monument.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and

				will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 5 8 6	S M	Holt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 1 4	Ronald	Holt	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 8	David	Holyoak	Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Adverse impact on Penshaw Monument. Site could be used	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

4				for alternative sustainable future linking back to heritage of area, which could be enhanced with nature trails linking to country park.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 0 9	David	Holyoak		Objects to Policy SA3, site HRS12.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 0 5	David	Holyoak		Objects to proposed Housing Release site on land adjacent to Herrington Country Park.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 6 5 7	Emma	Holyoak		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 9	Barry	Holyoak		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

0				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
4 4 1 5	Steve	Homer		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4	Richard	Hood		Supports the development of the Former Vaux Site and South Sunderland Growth Area Opposed to the Housing Release Sites at West Park, Newcastle Road and the Safeguarded Land Opposed to the proposed Gypsy and Traveller site at Leechmere due to the perceived threat to security to nearby businesses and wellbeing of care home residents in the event that the site generated noise and antisocial behaviour. Believes that there is the potential for disturbance in local pub with negative impact on local business and potential misuse of neighbouring Tunstall Hills and nature reserve.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 3	Richard	Hooper		Objects to proposed gypsy and traveller site at Hendon. Concerns over security of premises and fly tipping. Concerns over potential for additional travellers on spare land. The site also has a large sewer.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 1 8	A	Hope		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 3 2 8	Barbara	Hope		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2500	Allen	Hope	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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2 4 9 4	Amy	Hope		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 9 7	Ryan	Hope		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
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3 6 3 4	Dennis	Hope	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 5 3 0	D	Hopkins	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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7 4	Richard	Hopper		Opposed to the proposed Gypsy and Travellers site at Leechmere. Concerned about security of premises in the area, fly tipping, the site not being big enough and the site planned has a sewer running beneath it.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 6 2	Christopher	Horn		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 8 8	Neil	Horne		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

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1 3 8 7	Pamela	Horne	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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2507	Alan	Hornell		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1065	Sarah	Horrigan		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 7 8 9	David	Horrigan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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1 9 7 3	Jane	Horrigan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

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1402	Thomas	Horsley	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

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4 1 5 6	Kevin	Hosking		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 3 7	A S	Hoskins		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 7 4	Norma	Houghton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

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1 5 6 0	Stephen	Houghton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

				<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 1 3	Criag	Houghton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 2 8	K	Houghton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 2 6	C	Houghton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 1 3 6	John	Houghton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 4 6	Carl	Houlden		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 5 8 5	David	Howard	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2028	Ben	Howe	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
581	Douglass	Howe	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1198	Graeme	Howe		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
582	Heather	Howe		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5	Julie	Howe		Opposed to the Housing Release Sites at Springwell, and adjacent to Herrington Country Park. Does not believe that development should be allowed on Green Belt sites to enable developers to make money.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

			Also opposed to all of the proposed Travelling Showpeople and Gypsies and Travellers sites.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
1 4 3 8	Gladis	Howe	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 6 4	J	Howe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 4 6	S	Howe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Shouldn't be more houses built. Need more wildlife in the estate.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 4 1 2	Julie	Howe	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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2 4 1 3	Mark	Howe	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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1 6 2 2	Elisa	Howe		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoy walking in the area.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 1 5 4	Edward	Howe		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 1 5 2	Jean	Howe		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 4 0 9	Margaret	Howe		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 4 4 2	Carol. L.	Howe		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 5	Christine	Howe		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

4 7				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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3 5 4 5	John	Howe	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>	

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 1 9	O	Howe	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 5 3 6	Elaine	Howell	<p>Objects to proposed gypsy/traveller site on Sandmere Road, Leechmere, Grangetown. directly behind 2 elderly care homes, as well as another on Leechmere Road. Not appropriate, impact and disturbance to elderly residence. Unsocial hours of arrivals/departures, unacceptable burden on car home residents, disturbance and fear. Gypsy/Romany Travellers site inserted in green belt area buffer to industrial estate brings noise and disturbance. new access roads increase traffic flow from slow moving and horse-drawn vehicles accessing the site, dangers on 2 busy roads. primary school close to the site, risk to parents/carers and children from increased traffic flow. Animals owned by GRT community are tethered to any adjacent green grassed area, poor eyesore introduction for visitors approaching Sunderland rubbish and debris spill from sites onto nearby land and premises. local businesses would suffer from the presence of the adjacent GRT site, drop in sales due to lack of visitors in case of damage to their vehicles and passengers from increased traffic. Hollymere pub would see impact on the usual open friendly atmosphere. proximity of the site to residential area in Leechmere Road area, will impact on house prices hindering selling homes in future. Terrible location, unacceptable for all concerned. Other sites do not have similar amount of concerns of issues.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

2 6 7 6	Clare	Hownam		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 5 1	Jon	Hownam		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 7 1	Catriona	Howson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 1 8 1	Chris	Howson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

				<p>dwellings on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 5 3 1	L P	Hucknall		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
508	Jill	Hudgell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
507	Mike	Hudgell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 8 7	Bradley	Hudson	<p>Objects to proposed gypsy site at Hetton Lyons. Concerned that area has already received a hostel. Object to impact to local businesses, local walking routes, local fishing. Concern regarding disruption that site would cause to area.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
6 2 6	Evelynne	Hudson	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been</p>

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 6 4	Gordon	Hudson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 8 8	J	Hudson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 0 5	Jacqueline	Hudson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 8 9	Rebecca	Hudson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 8 4	S	Hudson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 0 6 9	Stephen	Hudson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1070	Stephen	Hudson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 5 8	P	Hudson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6	Margaret	Hudson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

6 2			<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Keep our Green Belt. It will never be here again. No need to build houses there.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 7 7 4	Margaret	Hudson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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4301	Sheila	Hudson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1917	Mark	Huggins		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
793	Stephen	Hughes		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
114	Stephen	Hughes		Objects to proposed gypsy and traveller allocation at Hetton Lyons Ponds. It would not protect and enhance our environment. It is part of the country park and not the industrial estate. The car park is well used for events and by anglers. Access to nature reserve pond will be denied. Impact on wildlife. Concerns over where their horses will graze. Safety concerns. Concerns about property devaluation. Impact of horse and carts on road safety. Concerns over preferential treatment being given to non-resident travellers. Concerns over who	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				would police the site.	
7 6 0	Louise	Hughes		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
9 3 4	Lisa	Hughes		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 5 4 5	Phil	Hughes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 9 3	David	Hughes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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2 6 9 6	Christopher	Hughes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 6 9 8	Lorraine	Hughes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3 3 3	Stephen	Hughes	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 9 2 7	L	Hughes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 2 8	M	Hughes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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3 9 2 9	N	Hughes		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 0 9 5	L	Hughes		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 6	Paul	Huitson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 7 4 1	Tracy	Huitson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 4 2	Michael	Huitson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 9 6	Lauren	Hullock		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3020	Elaine	Hulsmeier		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of Green Belt; loss of ridge and furrow; contradicts SA - seeking to enhance sports facilities/parks, avoiding loss of habitats etc; lack of justification for exceptional circumstances; impact on mature trees; creating urban sprawl; withdrawal of covenants; increase in road traffic; impact on road safety; school capacity; air quality impact; wildlife impact; loss of greenspace lost forever; loss of parkland.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2614	P M	Hulsmeier		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of historic parkland; impact on local wildlife; impact on ridge and furrow; loss of greenspace/recreational area; impact to village character; impact on urban sprawl and countryside encroachment; impact on local health; increased traffic pollution; increased traffic locally and impact on road safety; will exacerbate flooding; impact on local schools.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4098	James	Humble		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1735	Colette	Hume		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4341	Stephen	Hume		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

8 1 5	Steve	Humphrey		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 6 4	Ellen	Humphrey		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 2 8	Stuart	Hunt		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 3 9 5	Adam	Hunt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development</p>

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 2	Diana	Hunter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1	Alison	Hunter		Opposed to the proposed Housing Release Site at Ferryboat Lane on	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

6 3 5			<p>the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1 8 4 9	Judith	Hunter	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Area of natural beauty. Impact on safety.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 1 3 3	Gregg	Hunter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 3 6	Alexandra	Hunter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 4 2	Colin	Hunter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 9 2	G	Hunter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 5 8	Danielle	Huntington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 4 9	Ann	Huntley		Objects to Policy SA3 site HRS12 (Penshaw). Site should be incorporated into country park. Sufficient houses already being built in area. Affordable housing and bungalows needed, not executive dwellings. Jobs too focussed on Nissan and call centres. Shops should be encouraged locally, too much focus on city centre. Adverse impact on park. Questions whether a survey of flora and fauna has been done. Why build on this land when there is vacant land on the A183 in Shiney Row. Strain on transport and local schools. Significant distance from swimming baths. Doctors surgeries struggling now.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
7 5 5	L	Huntley		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 4 8 7	Heather	Huntley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 6 6 5	William Andrew	Hurst	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 6 6 8	Gillian	Hurst	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a</p>

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 0 0 9	G	Hurst	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 6 5	Andrea	Hurt	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6	Carol	Husband	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

7 3				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 7 4	Anna	Husband		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 7 0	Carol	Husband		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 1	Elliot	Hutchinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 8 7	Carol	Hutchinson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 9 0	R	Hutchinson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 6 7	Jason	Hutchinson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3027	John	Hutchinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3963	Sammey	Hutchinson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3974	Georgia	Hutchinson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
85	Ian	Davies		Support for the Housing Release Site at Springwell, George Washington Pitch and Putt, Waterloo Road, James Steel Park, Glebe House Farm, Ferryboat Lane, West Park, land adjacent to Herrington Country Park, New Herrington Working Men's Club and Philadelphia. Opposed to Housing Release Site at Southern Area Playing Fields and Safeguarded Land. Believes that the Southern Area Playing Fields is inappropriate, ill proposed and alternative sites need to be considered. Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan

					states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 5 6	K	Ibinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 0 6	Christine	Ibinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 0 6	George	Ikin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 0 2	Sylvia	Ikin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 7 1	M	Iley		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

179	Jess	Illingworth		<p>Object to HRS1, HRS2 and HRS3 in Springwell Village. Object to 182 homes being built over 4 sites around Springwell, which may lead to additional development being allowed in area. Negative impact to infrastructure- additional cars on roads, school which will not be able to cope. Disagree that there is not sufficient sites on brownfield land. Also suggests that land alongside A19 would be better suited for development. Executive homes is not appropriate. Unique character and environment of Springwell will be destroyed.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor’s surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
701	Jess	Illingworth		<p>Object to Policy SA3 sites HRS1, HRS2, HRS3 and HRS4 (Springwell Village and High Usworth). Specifically objects to: Green Belt purpose to preserve setting and character of Springwell Village is not duly considered; housing projections contrast to Government targets; tip of iceberg- more Green Belt will be released; HRS2 disagrees that gospel hall constitutes development within corridor and thereby enables HRS3 to be better justified; impact on local traffic and congestion; school capacity; consider that safeguarded site might be better option to Springwell Green Belt.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

				<p>but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
1067	Jess	Illingworth	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which</p>

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3609	K	Illingworth		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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363	S A	Inch		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

9				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
4 6 7	William Stewart	Ingram		Supports Policy SA1 (Vaux). Supports Policy SA2 (South Sunderland Growth Area). Supports Policy SA3 - All proposed housing release sites. Supports Policy SA4 (Safeguarding Areas). Supports the proposed travelling showpeople sites.	Support acknowledged.
1 4 7 2	Sue	Ingram		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 8 7	Sarah	Innes		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 5 7	Lynne	Irving		Objects to Policy SA3 site HRS12 (Penshaw).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 1 5 2	R	Irving		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 4 9	W	Irving		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 4 7	Jackie Blake	Irwin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 7 9	E	Irwin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1	L	Irwin		Opposed to the proposed Housing Release Site at Ferryboat Lane on	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

9 6 9			<p>the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 8 8 7	Christine	Ismay	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 3 1	Richardson	J	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
2 1 2 9	Andrew	Jack	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.</p>

				There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
601	Sylvia	Jackson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1481	Simon	Jackson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 0 7 7	Lesley	Jackson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 6 4	Craig	Jackson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 0 5	Frederick	Jackson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 4 3	J	Jackson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 1 3	Karl	Jacques		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 5 9	B S	Jagbar	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2	Jasjit	Jagpal	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

5 7				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 0 8	Richard	James		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 2 5	Adam	James		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

				potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 2 3	Simone	James	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2 1 2 7	Dave	James		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 1 9 3	Josphine	James		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 3 6 3	Ian	Jamieson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

				Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 3 7	Eileen	Jarrett		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 7 1	Natalie	Jarvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 1 4	James	Jarvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 6 9	Colin	Jarvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Also concerned with property prices and ability to attract new business to the industrial estate.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 1 1	Judith	Jefferies		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 9 5	Dean	Jefferson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1700	Malcolm	Jeffery		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

				potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 2 2	Sean	Jenkins	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
5 3 4	Gloria	Jennings	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

				assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 9 2	A	Jepson	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 8 5	Gary	Jessop	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 8 9 3	A F	Jewitt	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 5 1	Walmsley	Jill	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 1 4	M	Jobling	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1	L	Jobling	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

5				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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1 5 7 9	D	Jobling	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1960	David	Jobling	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 8 3	Paul	Jobson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 9 8	Linda	Jobson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5	Megan	Johns	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

3 7				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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3 0 6	Susan	Johnson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing. Believes the Hendon Road site is most suitable of the 3 options as no housing immediately nearby. Raises several questions for consideration: Control of access, 24hrs/day? Ensuring they don't overstay 7 days? Who will tidy up afterwards? Where will horses graze? Will the fee payment go to the local community that suffers them? Will police respond to reported disturbances in an appropriate manner? Will they be stopped from parking in the layby opposite Nicholson's farm if they refuse to enter?</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>	

1 1 9 5	Alicia	Johnson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 8 7	Claire	Johnson		Objects to Policy SA3 sites HRS11 (West Park) and HRS12 (Penshaw). For site HRS12, specifically objects to: loss of greenfield land; increase in traffic/road safety; loss of views; school capacity.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 8 5 8	D	Johnson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

				the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 3	Gavin	Johnson	Objects to Policy SA3 sites HRS1, HRS2 and HRS3 (all Springwell Village). Specifically concerned that the 3 sites could potentially deliver 3 times as many homes. Opposes Green Belt development which is meant to check urban sprawl. Concern that Springwell will be merged; concern about impact to school and local roads, pollution, impact on environment. Object to executive housing proposals- affordable homes are the norm in the area. There are enough brownfield sites available to meet housing shortfall.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
5 2 0	Kimberley	Johnson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

					Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
202	Kimberley	Johnson		Opposed to the Housing Release Site adjacent to Herrington Country Park believes there is sufficient brown field land that should be built on first and that Penshaw will become overcrowded and that permission has already been granted.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
522	Lucy	Johnson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
394	Michele	Johnson		Objects to Policy SA3 sites HRS1, HRS2 and HRS3 (all Springwell Village). Specifically concerned that the 3 sites could potentially deliver 3 times as many homes. Opposes Green Belt development which is meant to check urban sprawl. Concern that Springwell will be merged; concern about impact to school and local roads, pollution, impact on environment. Object to executive housing proposals- affordable homes are the norm in the area. There are enough brownfield sites available to meet housing shortfall.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure

				that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced from 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1 2 5 7	P	Johnson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 2 1	Paul	Johnson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

					land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 5 9	T	Johnson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 3 5	Thomas	Johnson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 5 6	Paul	Johnson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 1 4	Tia	Johnson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 6 2	Stephen	Johnson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 6 8	Robert	Johnson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development

					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1504	Mavis	Johnson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2	Gavin	Johnson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

7 5 4				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 8 8	Lewis	Johnson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 4 0	Peter	Johnson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 9 6 6	Raymond	Johnson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The</p>

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2 4 3 7	Richardson	Johnson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 1 8	L	Johnson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 2 0	V E	Johnson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

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2 1 2 4	Sandra	Johnson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 5 1 5	jean	Johnson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 5 6	Michele	Johnson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2918	Marilyn	Johnson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

				potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2920	James	Johnson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2 9 4 1	Victoria	Johnson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 8 9	Leonard	Johnson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 8 6	Catherine	Johnson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

4081	Margaret	Johnson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4082	Wendy	Johnson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1999	D	Johnston		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
733	Kevin	Johnston		Objects to Policy SA3 - site HRS15 (Philadelphia). Opposes any further development until road improvements are made. Concern over impact on schools.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A number of studies have been carried out including a Phase 1 Habitat Survey, Archaeology Study and Heritage Statement, Transport Assessment and Noise survey relating to this site and also the wider redevelopment of the Philadelphia Complex, and it is anticipated that the issues raised can be mitigated against. In particular sensitive design is needed to minimise impact to neighbouring properties and to blend with the remainder of the Philadelphia Complex development, including the Listed buildings.
710	Kevin	Johnston		Opposed to the proposed Travelling Showpeople sites on the grounds that consider the land would be more suitable for housing, it would be better suited to land north of Pearsons Industrial Estate as it has better access, good roads and local infrastructure and access to the sites is poor. Also opposed to the proposed Gypsy and Traveller site at Hetton Lyons Ponds as it is considered unsuitable.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 2 3 3	Linda	Johnston		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1 4 6 4	P	Johnston		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these</p>

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 2 6	Raymond	Johnston	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 9 6	Lesley	Johnston	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 8 0	Paul	Johnston		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 2 9	J	Johnston		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 2 9	Andrea	Johnston		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
2 1 3 0	Norman	Jonas		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 0 5 9	David	Jones		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 4 5	David	Jones		Object to Policy SA3, site HRS12. Concern that 400 homes will put strain on local infrastructure- roads and primary schools in particular. Also object to use of greenfield land when brownfield sites are evident across the city.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

					sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
299	Karen	Jones		Objects to proposed housing release site HRS12. Adverse impacts on wildlife and birds, including Skylarks and lapwings, which are on RSPB red list. Questions whether an environmental impact survey has been undertaken. Understand need for new housing but greenbelt is not the answer. Brownbelt areas should be developed instead. Impact of new homes on traffic. Concerns over difficulty of accessing the petition.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. .
706	Louise	Jones		Objects to Policy SA3 all Green Belt sites. General objections relate to: effect on environment and wildlife; need to develop brownfield sites first; need to build sustainable sites first; protect greenspaces.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
246	Neil	Jones		Support all SSGA sites. Supports SA3 site HRS15 (Philadelphia). Objects to SA3 sites HRS1, HRS2, HRS3, HRS7 and HRS12. Specifically objects to HRS12- impact to local GP, school and road infrastructure. Concern that accidents and traffic congestion will increase in locality.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 9 4 2	Tim	Jones		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 8 1	Pat	Jones		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 9 8	Dan	Jones		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 8 0	Toni	Jones		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 0 6	Sheila	Jones		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 6 9	Laura	Jones		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 6 2	Louise	Jones	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess</p>

				capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2963	SA	Jones	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3303	Leanne	Jones	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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3 7 2 2	K	Jones	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 4 8 8	L	Jones	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

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3 7 8 2	J	Jones	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 8 2 7	Krystian	Jones	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 2 4	Elliot	Jones	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 2 3	Jensen	Jones	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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4014	Nicola	Jones	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4168	Jean	Jones	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3322	Brian	Jordison	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal</p>

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 5 2	Ann	Jordison	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
5 7	Jean	Joyce		<p>Supports the Housing Release Sites at Newcastle Road, West Park and on land adjacent to Herrington Country Park.</p>	<p>Support acknowledged.</p>
3 4 4 9	Jessica	Joyce		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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4 2 7 6	Daniel	Joyce		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 8 0	Ricky	Kane		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
90	Allison	Karabelas	Opposed to the Housing Release Site adjacent to Herrington Country Park. Believes that development would create additional noise, pollution and affect local wildlife.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1893	John	Keerie	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2211	Bryan	Keif	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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3 4 9 3	Francesca	Keith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 9	Alexander	Keith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

1				<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 5 3	Rachael	Keithley		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 1 3 7	L	Kell		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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3 1 6	Jenna	Kellam	Objects to Policy SA3, site HRS12 (Penshaw). Specific objection to loss of landscape adjacent to Herrington Country Park and effect on wildlife.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 1 7 2	Kevin	Kellett	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 7 6	Lisa	Kellett	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

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1 8 9 7	Nadia	Kellett		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 9 9	Rachael	Kellett		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 2 3	Laura	Kelley		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

5			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 5 4	Claire	Kelly	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 3	Tony	Kelly		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
610	Donna	Kelly		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2838	Margaret	Kelly		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
30	Norma	Kendle		Supports the development of the Former Vaux Brewery Site. Opposed to the Housing Release Site on land adjacent to Herrington Country Park and the proposed sites for Travelling Showpeople. Supposes the proposed Gypsy and Traveller sites at Hendon and Leechmere and believes that the site at Hendon needs to be tidied up. However is opposed to the site at Hetton as the car park is well used by the people of Hetton le Hole & surrounding areas. It has direct access to the fishing lake which is well used by Hetton Angling Club, the elderly and disabled. Hetton Lyons Country Park hosts a lot of sporting events and the pitches are regularly used.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
738	Lynsey	Kennedy		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoys walks there for the wildlife and views.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 6 1	Ronan	Kenny		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 0 5	Jamie	Kernen		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

					city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 6 0	Steven	Kerr		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5	S	Kerr		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

8 7			<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
7 5 7	Dawn	Kerridge	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

				frameworks.	
2 6 6 4	T	Kimmitt		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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1 9 0 7	Adam	King		<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>	

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216	Julie	King	Object to Policy SA3, site HRS12 at Penshaw. Objects to loss of greenfield land - one of very few green areas for family to visit and walk dog. This would have huge impact on NHS and Schools.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1210	V	King	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2106	Lynn	King	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2110	David	King	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2114	Valerie	King	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 1 6	Kevin V	King	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 2 1 5	Anne	King	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
509	John	Kinnison		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4182	Graeme	Kirkley		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4179	Nicola	Kirkley		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
870	M	Kirkwood		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4153	Trina	Kirtley		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
38	Karla	Kirton		Supports the development of the Former Vaux site and the South Sunderland Growth Area however opposed to all of the Housing Release sites and the Gypsy and Traveller site at Leechmere.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
4538	Craig	Kitching		Object to building 70 executive houses on West Park, East Herrington. Park give the village its unique character, meeting point for residents supporting community spirit - plans will destroy this. Scale and type of development will alter character, reducing attractiveness for developers and residents. 140-280 additional cars on already strained and congested road network. Housing type not meeting the needs of affordable housing or of ageing population. Why destroy a well-used and lived area of natural beauty enjoyed by people. Evidence to justify additional housing throughout the city is unconvincing. No thought given to health and wellbeing of the people of East Herrington - accessibility to open green spaces. Destroying West park would put strain on residents mental and physical health.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1141	Janet	Kitching		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3957	Annette	Knight		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4029	David	Knight		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1787	D	Knipe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. This area is special. Please look at brown belt first.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 9 5 6	Chris	Knowles	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1800	William	Knox		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Stop building on our countryside.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
659	Caroline	Laffey		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
6 5 8	Lee	Laffey	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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3 8 6 8	Rachel	Laidler		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 5 1	Chris	Laidler		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 6 2	Norman	Laing		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 0 1	Raymond	Laing		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 4 1	Stella	Laird		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

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2096	Noadic	Lalas	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

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Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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5 1 1	Barbara	Lally		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
9 9 9	Joanne	Lally	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 9 5 9	Rachel	Lally	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

				cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
930	Mary	Lamb		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2048	Jaimie	Lamb		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
567	Linda	Lamb		Objects to Policy SA3 - HRS7 (Southern Area Playing Fields). Concern over loss of playing pitches. Not many alternative pitches available. 3G pitches are not the answer and have health risks. Building affordable housing, will devalue existing housing. Believes that	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites.

				families leave the area for jobs, not because of lack of housing. Adverse impact on the environment. Increase in cars and pollution. Impact on wildlife. Plans would leave very little Green Belt in south Washington. Concern regarding impact on road network, local schools and doctors.	Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3068	Helen	Lamb		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3714	Wilfred	Lamb		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4175	Stephen	Lamb		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4187	Christine	Lamb		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1837	Alison	Lambe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Brownfield sites should be used rather than green.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 9 6 9	Alan	Lambert		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 7 2	Andrew	Lambert		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 6 8	T	Lambert		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 4 3	Jane	Lambert		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 3 9	Dennis	Lambton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2848	Maureen	Lambton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

					potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5 5	Gary	Lane		Objects to proposed gypsy and traveller site at Hetton Lyons pond. Concerns over impact on house prices, visual appearance of the site, potential increase in crime and impact of slow moving horse drawn carts on road network.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 4 3	John	Lane		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 4 5	M A	Lane		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would

					be required for each development.
2 8 9 7	Caroline	Lane		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 9 9	Christopher	Lane		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 0 2	Joanne	Langley	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 5 4 6	David	Langthorne	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 4 9 3	Judith Anne	Lashley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 2 2	Elizabeth	Last		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 3 9	Vicky	Latimer		S. Dinsdale and V. Latimer object to Hetton Lyons park car park as a traveller's transit site location - provides convenient safe access to the park, fishing lakes, nearby public rights of way and bridleways, regularly and extensively used. Question why similar car park sites have been discounted as unsuitable - at Fullwell Quarries and James Steel Park, Washington. Hetton Lyons Country Park site is also a quite well used car park and may stop people accessing this area. Use as a stopover site for 5 pitches on a few occasions needed is at odds with current usage of the site as a valued car park and access to the Country Park, fishing lakes and rights of way. Alternative vacant land with hard-standing is available for an occasional restricted use transit site. Lack of car parking would adversely affect the fishing business on the lakes - equipment means major factor is car park in very close proximity. This site disregards the Plan's stated protection of Sunderland's valued leisure, nature, open spaces and countryside. Access to the site close to bend in the road, could obscure vehicles, risk of accidents from larger/slower (horse-drawn) vehicles. Green Flag Award park - would be lost when one end becomes inaccessible and potential increase in waste. Concern that travellers' horses would be left to graze in the park, dogs, hazard to public using the space. Voice of the travelling community has been missing from this process, no consideration of where they would need this facility most. Majority of unauthorised stops are within Washington, so inappropriate for transit site elsewhere, would have a 'sanitising' effect on the country park.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 0 8	Vicky	Latimer		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 4 5	Kayleigh	Lauder		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 5 4 0	Christopher	Lavelle		Object to development of 70 executive houses on West Park, Sunderland. Poor consultation - residents unaware of draft plan, packs not delivered to some. Due procedure was not followed. Traffic - not been considered correctly or relevant studies taken place. Surrounding roads at/over capacity. Another 300 cars to a gridlocked road would be dangerous. Concern for people crossing the roads. Volume of traffic will have knock-on effect on whole arterial passage to/from Sunderland. Historic value and title deeds - medieval ridge and furrow. Playing Fields Association and Duke of Edinburgh endorsed keeping this park for the people of Sunderland in perpetuity in 1967. Who actually owns it? Historic land, fought for, is greenbelt, constantly used, ecological value, speeding/congested traffic, covenant stating it should never be built upon - this park should never have been considered. Village green - used of dog walking, sports and picnics, cathartic to the community. Council should have registered this park as a village green, it is used as such and should be registered. Community health - park is essential to mental health, gated community of out-of-towners will rip it asunder. Communitative nature of the site so local businesses will not benefit. In danger of removing identity. Ecology - bats (protected species), owls and beautiful mature trees with preservation orders. Drainage - road at bottom floods, more tarmac on the park would have terrible consequences. Older sewage systems will not cope with extra load. A lot of Gento brownfield sites are not included, should be taken into consideration before greenbelt land, especially parks. These or not exceptional circumstances. New government calculations will take effect, reducing proposed housing by around 14%. Proposal should be recalculated used the new projected methods and West Park removed and made into a village green. gateway to the city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
8 1 3	Michael	Laverick		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 0 9	Guy	Laverick		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

				included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
8 6 3	Michael	Laverick	Objects to proposed gypsy and traveller site at Hetton Lyons ponds. The car park is used for access to fishing lake and country park. Some members of fishing club are disabled and this car park provides only suitable access. Believes an alternative site could be found which has less of an impact on the community.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 1 5	N	Laverick	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 2 3	Beth	Lawrence	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 4 6	Susan	Lawrence		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 0 4	Liz	Lawrence		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 8 6	Graham	Lawrence		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 8 5	James	Lawrence		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 7 8 9	Marc	Lawrence		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 8 8	Allison	Lawrence	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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182	Lyn	Laws		<p>Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.</p>	<p>Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.</p>
4031	A	Laws		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
725	Gillian	Lawson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess</p>

				capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 4	Anne	Lawson	Support for the Housing Release Sites at George Washington Pitch and Putt, Waterloo Road, James Steele Park, New Herrington Working Men’s Club, Philadelphia, Newcastle Road and The Granaries. Opposed to the Housing Release Sites at Ferryboat Lane, Southern Area Playing Fields, adjacent to Herrington Country Park and the Safeguarded Land. Believes that the site adjacent to Herrington Country Park is too large and the area has already seen a lot of development and lost open spaces. Roads will come under increasing pressure, the site compliments the Country Park and there are other sites that should be developed before this one.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. Comments noted. The council has identified sites throughout the city to accommodate approximately 90%

				of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1014	Paula	Lawson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1816	J	Lawson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1835	G	Lawson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3062		Lawson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3951	Janet	Lawson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4058	William	Lawson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3720	Gwen	Lay		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
72	Alyson	Laydon		No opinion expressed on the development of the Former Vaux Site	The Vaux is allocated in the Publication draft for office and residential development.
1832	Peter	Laydon		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Plenty of brownfield land available.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and

				<p>further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 5 9 0	Wendy	Layford	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 6 3 1	Sheila	Lea	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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3 5 4 4	D.B.	Lea	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 7 6 7	Terri	Leach	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 5 8	Lee	Leadbitten		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
7 4 0	Bernadette	Leckenby		Objects to Policy SA3 - sites HRS1,2,3,7,8,9,11,12 and 14. Important to maintain greenbelt to prevent urban sprawl and protect countryside. Exceptional circumstances have not been demonstrated for green belt. There are enough brownfield sites. No case has been made for each individual site and the sites are all shown as not currently developable in SHLAA. In addition for HRS11 West Park, SHLAA states not suitable as is designated Green Belt, southern part is amenity greenspace, is subject to HRA, part of site at flood risk, site in Critical Drainage area, contains archaeology (including ridge and furrow, coal board covenant on site. These issues also acknowledged in SLR. For site HRS12 (Land adjacent to Herrington Country Park) . Concerns over impact on Penshaw Monument, the country park and wildlife. Concern over impact on roads. Specific additional concerns raised include abnormal costs for pylons, area of high landscape value, green belt separation, impact on wildlife corridor and Local Wildlife Site, local road network, schools, critical drainage area and public right of way.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
7 8 0	Michael	Leckenby		Objects to SSGA site North of Burdon Lane. Objects to Policy SA3 sites HRS 1,2,3,5,6,7,8,9,11, 12, 14 and Safeguarded site. General concerns that not all brownfield site options have been exhausted. Specific concerns relating to West Park refer to SHLAA and SLR Review that list numerous constraints affecting site, and that site is "not currently developable". Concern regarding withdrawal of covenant. Specifically regarding HRS12 - impact to landscape, wildlife, traffic levels/congestion, fact that SHLAA and SLR say "not currently developable", SLR constraints mentioned, impact on infrastructure.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify "safeguarded land" in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as "safeguarded land". This approach is justified in the council's evidence base. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 2	Vivienne	Lee		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

7			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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808	Ricky	Lee	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
58	Zoe	Lee	<p>Supports the development of the Former Vaux Site and Cherry Knowle but opposed to the South Ryhope development. Opposed to the proposed gypsies and travellers sites at Hendon and Leechmere. The roads surrounding the industrial estate are poor and the local businesses and the care home will suffer due to the increase in traffic and people looking for alternative places.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
26	John	Lee	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

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The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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1403	Kevin	Lee	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 8 2 5	D	Lee	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on wildlife.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 1 4 7	P	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 6 2	M	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 2 3	Charles	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 1	Emma	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 9 9	Geoff	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 3 0	David	Lee	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0	Clinton	Leeks	Supports the development of all sites although it is essential that the supporting infrastructure, including public transport is provided in parallel.	Acknowledge support.
4 0 0 3	Frederick	Lees	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 6	John	Leigh	Objects to Policy SA3, site HRS7 (Southern Area PF). Specifically opposes impact that site would have on local road capacity; lack of bus services serving area; further impact on GP services; loss of playing fields which will impact on people's health; building on Green Belt land.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to

					provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 8 5 7	Edward	Leigh		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 2 8	Stuart	Leigh		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 8 6	Grace	Leonard		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2098	B	Leroy	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4591	John	Leroy	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

				new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
209	Lesley Marsden		Lesley Bates	Objects to Policy SA3, site HRS12.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
208	Lesley Marsden		Lesley Bates	Objects to Policy SA3, site HRS12.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1227	Sarah	Lester		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
5 8 6	L	Leverett	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable</p>

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1 6 4 7	Stefan	Lewandowski	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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1 6 4 1	Rachael	Lewandowski		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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1 6 3 9	Chris	Lewandowski		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 7 6	Josef	Lewandowski	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1819	M	Lewins	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 4 9 5	W	Lewins		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 9 4 4	D	Lewins		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
510	Annette	Lewins Kinnison		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1381	J	Lewins-Pearce		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1020	D W	Lewis	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2992	T	Lewis	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2994	S	Lewis	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 3 6	Karen	Liddle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 3 5	Rosina	Liddle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4	Steven	Liddle		Objects to Vaux site, all of the SSGA sites, all Green Belt sites and	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified

8 9				<p>Safeguarded site and all Travelling Showpeople and Gypsy sites. Vaux objection relates to use- should be for heritage and tourism rather than financial/business and housing. Specific objection to SSGA and Green belt sites relate to loss of greenfield land when brownfield urban should be developed.</p>	<p>housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
1 8 3 9	A W	Liddle		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on wildlife, including birds travelling to Washington Wildfowl Centre. The site is a possible battle field. The site potentially contains the remains of crashed planes on way back to Usworth Airfield. The site has excellent views. There are plenty of brownfield sites in Sunderland. The site contains shallow coalfields. A part of the coast to coast cycle route passes the site. Concerns</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

				over impact on roads.	controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 8 3 6	J	Liesicke		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Should develop on brownfield sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 3 9	R	Lightle		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3053	Yvonne	Lilley	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3747	Yvonne	Lilley	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3206	Michelle	Limon	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

				included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 6 1	Sandra	Lincoln	Opposed to the proposed Gypsy and Travellers site at Hendon as it is not considered a suitable place for people to live and Northumbria Water need 24 hour access to the site.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 7 8	J	Lincoln	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 7 1	Wendy	Lindsay	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2	Leeanne	Lindsay	Opposes travelling community transit/stopover site at Stephenson	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

4 3 9				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 6 9	Jon	Lindsay		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 7 0	Mark	Lindsay		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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3859	N	Lindson		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1046	James	Ling		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
974	David	Linsley		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1	Matthew	Linsley		<p>Opposes travelling community transit/stopover site at Stephenson</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

105			Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2974	Tony	Lister	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2748	Robert	Lister	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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4 4 4 0	K	Lithgow	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 3	Robert	Littlechild	Objects to Policy SA3 - HRS11 (West Park). Would like the MP to become involved in blocking the proposals.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 2 0	Nathan	Littlejohn	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

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5 8 3	Susan	Lloyd	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the</p>

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1 5 6 1	S	Lloyd		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 6 7 7	Nicole	Lloyd		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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1 5 8 5	Christopher	Locke		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 5 8 0	Anna	Locke		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

				<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1005	P	Lockhart		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3952	Sandra	Lockyer		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 9 7 5	C	Lofthouse	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3	Alison Jane	Logan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

9 7			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 9	Annabel	Logan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 6	Stuart	Logan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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3 9 8	Marcus	Logan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The	

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 3 3	Adam	Lomax	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 3 1	Adam	Lomax	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 2 9	Alex	Lomax	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
200	Claire	Lomax	Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1126	Denise	Lomax	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1125	Kimberley	Lomax	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 3 8	W A	Long		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 0 3	J W	Longley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

				Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 8 0 9	S	Longstaff	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 2 7	J	Lormor	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 4 5	William	Lormor	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
2 3 1 5	Malcolm	Lormor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 7 6	Malcolm	Lormor		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 1 6	Amy	Loscombe		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 6 1	Ruth	Loughlen		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 9 7	Simon	Lovel	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 6 2	M	Lovell	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

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3 7 2 3	Muriel	Lovett		Object to West Park on the following grounds; loss of fridge and furrow, ecological impacts, no justification for green belt, brownfield should be prioritised and no need for executive homes.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 8 4 7	Stewart	Low		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 1 0	Elliott	Lowden	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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1308	Michael	Lowden	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4 4 2 7	Joanne	Lowerson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 2 6	Neil	Lowerson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 2 8	Anthony	Lowerson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 3 0	Daniel	Lowerson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 7 7	Anthony	Lowery		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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7 2 9	Helen	Lowes	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 5 4 1	David	Lowson	<p>Object to proposed development of the area surrounding Penshaw monument. Plan to build almost exclusively on green belt land rather than invest in regenerating city centre. Numerous vacant brownfield sites in Sunderland for residential conversion or redevelopment, better than concreting over greenbelt and ancient</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

				<p>parkland, and would draw people who want to live in the town out of the suburbs (students renting converted Victorian town houses). Over 70 executive homes on West Park - a desirable location because of the green spaces and park land the plan proposes to build on. Area is an important haven for nature, home to colonies of bats, ancient trees and squirrels. Community will lose an area of extreme beauty and biodiversity if built on, as well as spoiling the stunning visual amenity around Penshaw monument. Noise and fumes from 400 houses and 1,000 extra cars - encouraging people to use bicycles is impractical for most commuting long distances on dangerous roads. Building on this site would further erode the green belt around Sunderland. Potential archaeological significance given proximity to Penshaw monument (site of an Iron age hill fort long before). The area makes a substantial contribution to the ambiance of the grade 2 listed monument, a valuable escape for the community for mental health and happiness. Green belt review states development of any part of this section of the Green Belt would result in substantial protrusion into the wider Green Belt, surely resulting in urban sprawl with negative effect on the environment and biodiversity as well as discouraging tourists visiting Penshaw monument. Site is close to 2 busy roundabouts, already overcrowded and dangerous, adding 800 new rush hour commuters will only make it more chaotic and dangerous. Development with potentially 1600 new residents would increase pressure on availability of local primary and secondary school places, GP and dentistry services. Decrease in air quality by removing green space, with cars and increased traffic causing parking problems in Penshaw area.</p>	
667	David	Lowson		<p>Objects to Policy SA3 - site HRS11 (West Park). Site is a park with old trees and wildlife. The site is part of green belt separating Houghton and Sunderland. Site provides an attractive entrance to the city and is a well-used community asset. Most houses proposed in plan are on green belt. Brownfield sites should be developed first, including those within and on edge of city centre. Concerns about loss of wildlife and ancient parkland. Increased noise and pollution. The park has medieval ridge and furrow. The park improves health and wellbeing of residents. Concerns over impact on road network. Increased pressure on schools and health facilities. Increased parking problems around the park.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
670	Jean	Lowson		<p>Objects to Policy SA3 - site HRS11 (West Park). Site is a park with old trees and wildlife. The site is part of green belt separating Houghton and Sunderland. Site provides an attractive entrance to the city and is a well-used community asset. Most houses proposed in plan are on green belt. Brownfield sites should be developed first, including those within and on edge of city centre. Concerns about loss of wildlife and ancient parkland. Increased noise and pollution. The park has medieval ridge and furrow. The park improves health and wellbeing of residents. Concerns over impact on road network. Increased pressure on schools and health facilities. Increased parking problems around the park.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
671	John	Lowson		<p>Objects to Policy SA3 - site HRS11 (West Park). Site is a park with old trees and wildlife. The site is part of green belt separating Houghton and Sunderland. Site provides an attractive entrance to the city and is a well-used community asset. Most houses proposed in plan are on green belt. Brownfield sites should be developed first, including</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

				those within and on edge of city centre. Concerns about loss of wildlife and ancient parkland. Increased noise and pollution. The park has medieval ridge and furrow. The park improves health and wellbeing of residents. Concerns over impact on road network. Increased pressure on schools and health facilities. Increased parking problems around the park.	
3 7 3 6	Paul	Lowson		Object to West Park on the grounds of ancient ridge and furrow, loss of park land, visual amenity, brownfield development should be prioritised, no need for executive homes and no jobs.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

3 7 6 6	Valerie	Lowson		Object to West Park on the grounds of ancient ridge and furrow, loss of park land, visual amenity, brownfield development should be prioritised, no need for executive homes and no jobs.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 2 4	George	Lowther		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 5 0	Susan	Lucas		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 4 9	Colin	Luhrs		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 9 4	David	Luke		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 4 2	Stephen	Luke	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 4 1	Rachel	Luke	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 4 3	Rosie	Luke	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

					development
9 0 2	Ian	Lumley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 9 6	Dorothy	Lumley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 7 1	Dorothy	Lumley		Objects to Policy SA3, site HRS12 (Penshaw). Specific objections relate to: farming land is part of Penshaw, part of local landscape; traffic impacts; construction noise.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 6 5 6	Karen	Lumley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 7 8	Carole	Lumley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 3 9 1	Catherine	Lumley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 9 3	Ian	Lumley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 7 2	Richard	Lumsdom		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

580	Maureen	Lumsdon		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1375	Gemma	Lumsdon		<p>(historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these</p>

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 3 5	Kirsten	Lunn	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 0 9 3	Maria	Lusby	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

				of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
6 5 3	Andrea	Lyall	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 1 6	Michael	Lyall	<p>Opposed to the development of the Former Vaux Site. Believes that the site should be the show piece of the City Centre and not a location for offices Opposed to the proposed Housing Release Sites at Springwell, West Park and land adjacent to Herrington Country Park. With regards to West Park, objecting on the grounds that it is a beautiful gateway into the city and has archaeological value which should be preserved, the loss of green space. Questions the population figures that the housing numbers are based on. Development would put increasing pressure on existing roads and local facilities such as schools and GPs. Questions the ownership of</p>	<p>The Vaux is allocated in the Publication draft for office and residential development. The plan prioritises development on the urban core. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable</p>

			<p>the Park. The site should be saved in accordance with Green Belt policy and has ecological value that should be preserved. The local community is strongly opposed to the proposal. Believes that there are other brownfield sites available that should be used before this site. Questions the consultation process and whether it has been adequate. Opposed to the Travelling Showpeople sites as believes that adding more poverty and stress to services would be catastrophic and that unauthorised campsites should be dealt with by removal under law not building authorised sites.</p>	<p>and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced from 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Council has sought to ensure that consultation on the Core Strategy and Development Plan is as open as possible and have gone beyond the legal requirements to ensure that the consultation was fair, transparent, proportional, effective and inclusive. The Consultation was in accordance with the legal requirements prescribed by the Town and Country Planning Regulations 2012 and the Council's Statement of Community Involvement.</p>
2 3 1 9	Gloria	Lyle	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4045	David	Lynas		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
70	Lesley	Lynch		<p>Opposed to the development of the Former Vaux Site, believes that there is sufficient empty office space in the City Centre and the site should be used for housing instead of Green Belt land. Supports the South Sunderland Growth Area sites at Chapelgarth and Cherry Knowle however is opposed to the site at South Ryhope and Land to the North of Burdon Lane. Supports the Housing Release Sites at George Washington Pitch and Putt, Waterloo Road, New Herrington Working Men's Club and Philadelphia but opposed to sites at Herrington Country Park, West Park, Ferryboat Lane, Glebe House Farm, Southern Area Playing Fields James Steele Park and the Safeguarded Land. Supports the proposed Travelling Showpeople site at Pearsons Industrial Estate but opposed to all of the proposed Gypsy and Travellers sites.</p>	<p>The Vaux is allocated in the Publication draft for office and residential development. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
81	Herbert Neil	Lynn		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the</p>

0				whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 9 7	Graham	Lynn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
6 7 4	Alison	Lynn		Objects to Policy SA3 - site HRS11 (West Park). The site has historical ridge and furrow. Lots of wildlife live on the site. Site provides a valuable recreational resource. Concerns regarding traffic impacts. Impact on local schools. The land was left to the people of Herrington for recreation. Site improves the quality of life for Herrington residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 2	D	Lynn		Objects to proposed Housing Release Sites HRS 12 and 14. The fields that surround the park are an oasis. Adverse impact on green	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

1				corridor from Shiney Row to Hastings Hill. Impact on local road network, schools and doctors. Concerns over the development at Offerton destroying its peaceful setting and increased traffic on the roads.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. This site has been discounted following the Green Belt Review.
6 7 2	Tom	Lynn		Objects to Policy SA3 - site HRS11 (West Park). The site has historical ridge and furrow. Lots of wildlife live on the site. Site provides a valuable recreational resource. Concerns regarding traffic impacts. Impact on local schools. The land was left to the people of Herrington for recreation. Site improves the quality of life for Herrington residents.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 0 0 7	Peter	Lynn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2009	Carol	Lynn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3525	Catherine	Lynn	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
3 5 5 7	Malcolm	Lynn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 5 5	Edward	Lyon		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 6 1	Matthew	Lyons		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				sense of fear and trepidation for residents.	
2031	Cathy	Lysaght		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
718	K	Lyttle		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
615	James	Macbeth		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 2 1	Joanne	MacDonald		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 1 6	Tom	MacDonald		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.

3069	Barry	MacDonald		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4502	Doris	MacKnight	Sunderland City Council	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that if other developments are to go ahead including this there will be no area of environmental value between Washington and the coast. Would like to see brownfield sites used before Green Belt.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
931	J	Maddison		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
277	Leon	Maddison		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park as believes there are sufficient alternative sites and the sites has ecological value.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
31	M	Maddison		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

7 3				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 8	Maureen	Maddison		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that there would be an increase in traffic on roads that are already struggling. Schools and GP surgeries are already over-subscribed. The impact on local wildlife and the setting of the country park and Penshaw and believes that brownfield land should be considered before Green Belt.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 4 2 9	Augusta	Maddison		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerns over removing Hetton's recreation aims.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 5 8	Catherine	Maddison		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

				<p>dwellings on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2504	Robert	Maddison		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1883	Nadia	Mahan		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2383	Wayne	Majnusz		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

				<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
9 4 8	Ben	Malinski		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 3 7	Roger	Malinski		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 3 8	Leona	Malinski		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 4 0	Elizabeth	Malinski		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 0	K	Mallam		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,</p>

04				<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2083	Lee	Mallam		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

					frameworks.
2082	L	Mallam		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2078	S	Mallett		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

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3 2 7 5	Jeanette	Malloy	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 7 6	Martin	Malloy	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

				<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
9 2 4	Edward	Mann		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 3 8 2	Dorothy	Mann		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 3 9 3	Natasha	Mann		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons</p>

				<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 8 7	Paul	Mann		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 8 8	Chloe	Mann		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 8 6	M	Mann		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 9	Lisa	Manning		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,</p>

6 7				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 3 4 0	Michelle	Manson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 0 7	S	Maple		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 3 1 5	Sally	Marjoram		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 9 2	Joanne	Marjoram	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1 2 3 8	Julie	Markham	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1994	D	Markham	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
574	Victoria	Marland	Objects to Policy SA3 site HRS12 (Penshaw). Specifically objects to: loss of agricultural land; grazing animals; loss of open countryside; affordable houses are needed; school capacity.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
28	Frances	Marley	Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

5					the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
5 6 0	Kathleen	Marley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 6 1	Ronald	Marley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6	Pam	Marlow		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

3 3				<p>relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3 4 5 4	Fiona	Marran		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 5 0	Aidan	Marran		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 5 2	Holly	Marran		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 2 4	Linda	Marriott	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 4 4 9	Chloe	Marron	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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1 2 9 0	Abbie	Marsden	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 1 2 3	John	Marsh		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 9 4	Cameron	Marshall	Doxford Park and Tunstall Residents	Objects to SSGA site North of Burdon Lane. Specific objection relates purely to proposed bus only link on Burdon Road.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document.
2 6 3 7	Amy	Marshall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

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2 6 3 4	Scott	Marshall	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

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3 5 2 2	Ruth	Marshall		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 0 0	R	Martin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7 8	Neville	Martin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 5 6	George	Martin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1080	Bev	Martin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
402	Paul	Martin		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1473	Elizabeth	Martin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2040	E	Martin	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

4012	June	Martin		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4117	Lauren	Martin		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
221	Andrew	Mason		Objects to Gypsy site at Hetton Lyons. Objects to impact to car park and country park, which will affect regional recreational resource, and despite proposals to protect these valuable sites. It would detrimentally affect holding major events in future and would affect potential to retain Green Flag status. Object to access impact into park (rights of way).	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
849	Billy	Mason		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
290	Alan	Mason		Objects to proposed Housing Release Site HRS12. Impact on local resources, healthcare, roads and schools. Concern over use of green field site instead of brownfield land. The site acts as a buffer between housing and the country park.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
283	Helen	Mason		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it would change the character of the area, the impact it would have on the wildlife, the additional pressure that would be put on local services and roads and believes that there are other areas that should be built on.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.

1 1 1 8	M	Mason		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 3 3	George	Mason		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 0	Catherine	Massey		Feels that the development of the Former Vaux Site is taking too long HAs a number of questions regarding the Housing Release Sites and the proposed Travelling Showpeople sites.	Policy SA1 allocates Vaux as an office-led mixed use site. Planning permission has been granted for the redevelopment of the site and work is well advanced on the first building. Policy H3 seeks to ensure a mix of housing on sites. Policy H4 requires at least 15% affordable housing provision on new sites of 10 dwellings or more, or on sites of 0.5ha or more.
3 6 3 5	James	Massey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 7 1	Katherine	Massie		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 0 4	Steven	Masw		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 6 2	James C	Mather		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 6 4	E P	Mather	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 3 6	Philip	Matthews	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. The loss of wildlife would be tragic.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 3 5	Anne	Matthews		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Enjoys walks there.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 3 7	Colin	Matthews		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on wildlife should not be underestimated.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 4 7 0	Duncan	Matthews		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 6 4	D	Matthews		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 0 8	Robert	Maughen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 9 0	Freda	Maughn		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 7 5	Julie	Maven		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 1 0	Diane	Maven		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 0 9	Andrew	Maven		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 5 3	J	Maw		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			<p>be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 5 4		Maw	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 1 5 0	Julie	May	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

2 8 7 7	Paul	McAdoo		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 7 9	Natalie	McAdoo		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4055	Paul	McAllister	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1761	Margaret	McArthur	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

			<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1610	Veronica	McArthur	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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2053	Malcolm	McArthur	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 9 4 7	Karen	McArthur		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2 5 2	Norma	McBride		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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1 2 3 0	Kevin	McBride	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4304	Elle	McBurnie	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3056	Iris	McCabe	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
553	Kirsty	McCafferty	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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5 5 4	Nicola	McCafferty	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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173	David	McCafferty	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

8			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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4064	Denis	McCain	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3865	J	McCaine	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better</p>

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3 8 6 6	B	McCaine	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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2908	Susan	McCarron	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3014	S	McCarthy	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1811	D	McCartney	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks

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2 7 5 9	Kerry	McCartney		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 0 4	Kelly	McClay		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1	Amy	McConville		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

901				<p>relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1691	Maureen	McCourt		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 9 2	J	McCourt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 6 4	Graeme	McCoy	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
287	Gabriella	McCree	<p>Objects to Policy SA3 site HRS12.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1522	Mark	McDonagh	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

				<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 6	Michelle		McDonald	<p>Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). There are not enough schools and GP surgeries to accommodate additional residents. Increase of traffic on very busy Chester Road.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1 5 6	Deborah	McGargle		<p>Opposed to the Housing Release Site on land adjacent to Herrington Country Park</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

				been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 2 6 3	Stephen	McGarry	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 9 9	Karen	McGill	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 2 8 5	Steven	McGill		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					development
1 2 9 2	Lee	McGill		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 9 6	Craig	McGill		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 8 4	David	McGilvray	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 7 5 2	K	McGlen	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 5 7	M	McGlen	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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2608	Kevin	McGlen	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 8 9	Carol	McGlinchey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 9	Ross	McGorman		Objects to Policy SA3, site HRS12. Objects to: loss of site that provides opportunity for children to see farm animals; loss of wildlife; road system cannot cope; impact on local school capacity; greenfield development when numerous brownfield sites exist in city; scale of development taking place in North Coalfield in last 5 years but without significant infrastructure investment; not justified since Sunderland's population has been declining; most people in area do not want development to go ahead.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 5 5 3	Edward	McGourley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 1 7	Laura	McGowan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 4 5	John	McGregor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 9 3	O	McGrory		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 0 5	Steve	McGrory		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3807	Emma	McGuinness		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
197	Marilyn	McGuinness		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

2			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 5 5	Margaret	McGurrell	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

2601	Lynn	McInnes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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3763	R	McInnes		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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4 5 9 3	James	McIntosh		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 7 9 4	Gwynneth	McIntyre		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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2 4 5 0	Daniel	McIntyre	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 7 9 1	Joshua	McIntyre		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 6 5	Joan	McKenny	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 4 5	Wendy	McKeon	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

2			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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2606	A E	McKeon	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2604	J	McKeon	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2089	Marc	McKinley	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3157	Amanda	McLaghin	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
900	Neil	McLaughlin	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	
4 2 5 5	Jacqueline	McLaughlin		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 6 6	Paul	McLaughlin	BPL	Objects to proposed gypsy and traveller sites at Leechmere Industrial Estate and Hetton Lyons ponds. Proposals would deter new tenants from adjacent industrial estates and drive existing businesses away. House them somewhere else not near businesses.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 9 5	Claire	McLean		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 1 7	H	McLenzie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 3 7 0	Joan	McMahan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 6 9	Gillian	McMahan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2023	David	McManus		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2018	Norah	McManus		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 2	Louise	McMaughan		Supports proposed site allocations for Vaux and South Sunderland Growth Area. Objects to proposed Housing Release Sites HRS3, 7, 11, 12, 13, 15 and safeguarded land. Also objects to proposed travelling showpeople allocations at Market Place and Pearson Industrial Estate and proposed gypsy and traveller allocations at Leechmere Industrial Estate and Hetton Lyons Ponds.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3 3 2	Kay	McNeil		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Limited access to green space in the area. Impact on the economy. Concerned that due to distance from the city centre the site is perceived to be the 'easiest option'.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 3 7	L	McNichol		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
218	Craig	McNish	<p>Objects to SA3, sites HRS12 and HRS13. Concern in particular about negative impact on wildlife, loss of open countryside, impact to schools and traffic levels. Concern that there are other sustainable locations where housing development can take place.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential</p>

				impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. There are numerous trees on the site which are protected by Tree Preservation Orders therefore the site will be carefully designed to preserve them unless individually they are considered to be dead, dangerous or dying at the time of development. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP.
265	Jennifer	McNish	Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of greenspace for the community; loss of greenspace affecting mental health and wellbeing; development adding to traffic pollution; A690 is already very busy; Herrington Road traffic is intense and fast; loss of mediaeval ridge and furrow. Also concerned about potential development north of Middle Herrington which would impact on ridge and furrow, Roman remains, the Scheduled Ancient Monument	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3072	Jennifer	McNish	Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: further narrowing of Green Belt gap; executive homes not needed- social housing is needed; sites are on the city periphery instead of centre of city; knock the civic centre down and put housing on it instead; loss of ridge and furrow; wildlife impact; impact on mature trees; loss of settlement break; further traffic congestion; impact to A690/A19 roundabout; construction traffic impact.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2853	Jennifer	McNish	Objects to proposed Housing Release site at West Park. There are no exceptional circumstances to justify Green Belt deletion. Government has published consultation on housing need with a 23% lower requirement. Trees and open space have positive health benefits. Concern over wildlife impacts and impact on trees. Conflict with Strategic Challenge 3, as the site is used by local schools. Concern over traffic impacts. Questions need for more housing. Development should be focussed in city centre and empty properties brought back into use. West Park is a medieval site with ridge and furrow. The site has a legal covenant to be retained for recreation in perpetuity. The site has been a well-used recreational space for a number of years.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4543	Jennifer	McNish	Protests at building 70 houses on West Park. Green Belt incomplete information, Greenbelt was eroded covertly by a non-consultative action in October 2016. Only 14 land developers responded. Government state that only if real economic need can you get rid of Greenbelt - nothing exceptional here. Government needs 23% lower than previously thought. Cllr Michael Mordey said people need places to enjoy rest and recreation. Housing Minister supports lungs around a city, university research proves trees prevent asthma/lung problems. Advantages of trees and fields from psychological point of view - we need a settlement break, West Park is part of this. Habitat West Park is home to at least 4 species of bats (protected species, costs of removal), grey squirrels, birds, flora and fauna. Nesting rooks. Old trees - guarantee none will be removed? park is used for schools biology and art field studies. Nearby primary schools are full. Could affect educational attainment (Strategic Challenge 3). Traffic building 70 houses valued >£600,000 will not bring executives here, where is the work? If do come they will travel out, more traffic congestion - traffic counts? Estate agents - no requirement for 70 luxury or any standard homes. Build in the city centre build where people can walk to work, helps traffic congestion and makes a more lively city centre with larger customer base for	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				businesses, to improve viability, infrastructure already there. Empty boarded-up properties all over town, leave Victorian frontages in place, empty offices and factories. Build flats on Vaux site. West Park is a Medieval site - ridge and furrow, should be protected with preservation order. Clause negotiated to retain it for the recreation of residents in perpetuity. Many personal memories. Need open spaces for opportunities to draw the community together. Don't put more traffic along Herrington Road, difficult to cross the road and a crossing has been refused by the Council. 70 high-value houses will mean 150-200 more cars, access from Herrington Road will cause more congestion.	
4 5 4 4	Ingelise	McNulty		Oppose HRS11 - CSDP should be altered and resubmitted. Park was given to the people of Herrington in perpetuity, covenant cannot be lifted just like that. Part of the Green belt, can only be built on in very exceptional cases - regulations do not consider building 7-0 houses to be a reason to use this land for housing. Historical value - ridge and furrow. Asset to the city - Sunderland CC obliged to mitigate the loss of this open space - impossible to replace this ancient park land so mitigation cannot be fulfilled. Park creates a healthy environment, open space to play, walking, tranquil space good for body and mind. Several mature trees will have to be removed having great impact on the environment. Tree preservation orders? Many traffic problems - 70 houses will generate increase in traffic at roundabouts, at least 2 cars per executive household. Highways England have concerns. NPPF point 89 - should regard the construction of new buildings as inappropriate in Green Belts. Obligated to look at all brownfield land and make sure this has been used before consider using Green Belt land. East Herrington Primary School already 2-form entry, not possible to expand it. GP practices all at maximum capacity, no pharmacies close by so have to use car of public transport. Flooding at north side of the park, so drainage system will have to be improved.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 9 1 7	Ingelise	McNulty		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of parkland/greenspace that cannot be mitigated for; brownfield land that should be developed; should focus on developing land that has less environmental value; loss of historic parkland; loss of ridge and furrow; impact on local health; mitigation for loss of this land is impossible; impact to sewers and area already susceptible to flooding; mature tree loss; wildlife impact / protected species; traffic impact; traffic pollution; school capacity; impact on GP Surgeries.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 4 5	Michael	McNulty		Opposes CSDP HRS11 Policy HY3 Housing mix and 8.14 - if 70 larger detached dwellings are built at West Park the positive (scenic) externalities will be enjoyed by a few hundred people at most, while the negative externalities of having this unique special site taken away will be suffered by >5000 people (based on petition submitted). Becoming part of expanding urban sprawl in a not attractive city. Operation of local private housing markets hasn't been taken into account. Development most likely to attract a small number of more affluent residents into 'trading up', freeing up less desirable houses further down the housing ladder, rather than attracting executive workers into the city to live. Analogy from labour markets - if another car factory was built in Sunderland, again 'trading up' in the jobs market would occur, it wouldn't be the unemployed who would be directly employed. Is there irrefutable	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			evidence that this will not occur?	
2937	George	McPeake	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2940	Tracy	McPeake	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1903	Anne	McQueen	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
190	Gordon	McQueen	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

4				be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1910	Stephanie	McQueen		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2706	A	McRillup		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4396	Martin	McTavy		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1041	Rob	Mead		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

809	Andrew George	Meadows		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2064	Natalie	Meddes		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
1063	D	Meek		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1062	C	Meek	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 6 6	Gordon	Meek		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2	Bailey	Mein		Opposed to the proposed Housing Release Site at Ferryboat Lane on	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

035			<p>the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2013	Jeanette	Mein	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 3 3	Thomas	Mela		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 1 7	Angelia	Mellefont		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 2 0 8	Norma	Merritt		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2010	M	Merritt		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3032	Jean	Merton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
543	Russell	Metcalf		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2057	I	Metcalf		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 4 8	Paul	Metcalfe	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4 3 8 0	John	Metcalfe	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks'	
8 2 0	Richard	Metcalfe		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 4 3	Tracey	Metcalfe		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 4 7	Hilary	Metcalfe		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of historic parkland and ridge and furrow; withdrawal of covenant; loss of greenspace/recreation land; loss of grazing land; loss of wildlife; impact on village character; increased road traffic; impact to road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 4 0	Kenneth	Metcalfe		Objects to Policy SA3 - Site HRS11 (West Park). Lack of community facilities in the local area. West Park is local community asset for grazing cattle and recreation. Proposal would lead to further inequality, to satisfy Govt edict or allow developers to make large profits. If parkland is required consider using part of a larger park where the impact would be lower.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 3 8	Kenneth	Metcalfe		Opposed to the proposed Housing Release Site at West Park on the grounds that there is other Green Belt land available, questions the ownership of the site, loss of an area for sports, increased pressure on local roads, the site has high historical, ecological and recreational value.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 0 0 0	Linda	Metcalfe		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 7 8	Scott	Metcalfe		Objects to Policy SA3 - site HRS11 (West Park). The site is a public and community space that allows children to observe animals in their natural environment. The site has historic significance including ridge and furrow. Concern over loss of trees. Adverse impact on flora and fauna. Damage to important gateway to the city. The	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				Transport Assessment shows that the junctions would not have sufficient capacity, causing congestion and pollution. Concern over pedestrian safety. Impact on local primary school. The plan is focussed on Greenbelt land and makes no mention of using brownfield sites - Greenbelt should be last resort. Concerns over consultation process. Suggests following sites as more appropriate; Coles cranes site, Sunderland High School site, factories next to Stadium of Light and the city centre (abandoned buildings).	
4 3 6 4	Danielle	Metcalfe		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 0 3	Samantha	Metters		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; intimidation and will ruin a tranquil/peaceful area, esp. for fishing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 6 8	Wetherell	Michelle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 4 8	Neil	Middleditch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 0		Middleditch		Opposed to the proposed gypsy and traveller site at Hetton Lyons on the grounds that it will have a detrimental impact on the area and the angling club will no longer be able to use the lakes. Questions how the consultation has been carried out.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 5 0	Neil	Middleditch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 5	Neil	Middleditch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

2				access in general to the country park.	Council has adopted a tolerance policy.
4 2 0 9	S	Middlemass		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 5 7	Douglas	Middlemiss		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: increased road traffic; historic parkland loss, loss of grazing; other brownfield sites that should be developed first.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 9 5 9	Susan Jane	Middlemiss		Concerned about plans for building houses on West Park in Herrington and building on precious greenbelt. Green fields and trees clean the air pollution from traffic - considerable in this area. Green space also aid mental health, benefits of 'the green gym'. The Park is a beautiful entry to our city - especially when striving to become City of Culture - long history of being used as pastureland. The road adjoining the Park is already too busy, dust and dirt will make roads more dangerous. Air quality is not good but trucks will make it worse. There are plenty of brownfield sites, why despoil a beautiful green space?	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 6	F	Middleton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 8 6	Kathleen	Middleton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site

				frameworks.	
1 4 8 2	William	Midwood		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 4 7	Malcolm	Midwood		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

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1955	James	Midwood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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4 5 9 2	Lyndon	Midwood	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4 9 3	Steven	Milburn	Objects to Policy SA3 site HRS4 (Golf Course) but supports HRS11 (West Park), HRS12 (Penshaw), HRS13 (Herrington WMC) and HRS15 (Philadelphia). Opposes both travelling showpeople sites. Supports proposed gypsy sites at Hendon and Leechmere but opposes site at Hetton Lyons.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 2 6 5	Anne	Milburn	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site

					frameworks.
2 7 7 1	Ian	Milburn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 8 8	Susanne	Miller		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 5 1	Andrew	Miller	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1 3 8 9	Graeme	Miller	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these	

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1 9 9 1	Caroline	Miller	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 4 3	Hilary	Miller	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 4 0 1	Gordon	Miller	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 8 9	Edward	Miller	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The</p>

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 7 1 9	K	Miller		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 2 5	Shelby	Miller		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7	Katrina	Milley		Objects to proposed Housing Release Sites HRS1, 2,11 and 12. West Park should be left for beauty and all to use. Leave nature alone and use brownfield areas. For HRS12 this would spoil a beautiful area with houses that are not needed, concerns over additional traffic and impact on local facilities. Also objects to proposed gypsy and traveller site at Hetton Lyons Ponds.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 9 3	Christine	Mills		Opposed to the Housing Release Site at West Park due to the aesthetic value and historic use of the parkland, the availability and quality of public green space and the effects of increased traffic congestion	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 9 0	Peter	Mills		Opposed to the Housing Release Site at West Park due to the aesthetic value and historic use of the parkland, the availability and quality of public green space and the effects of increased traffic congestion	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 5 6	Rachel	Mills		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3900	Kelvin	Mills		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4102	G	Mills		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2046	Keith S	Millward		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4552	C	MILNER		Would like safeguarded land to be allocated for development within this Plan period. Green Belt Assessment should be updated to reflect new road improvements to A1290. The land to the south of the new road, no longer functions in any way in relation to Green Belt and potentially could be opened up for development. The triangle of	The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base.

				land to the north of this new road does not serve Green Belt functions and should be opened up for development and would round off the settlement. Green Belt Stage 3 does not recognise that SHLAA site 401 has been subdivided into 3 parcels. If considered separately, a number of the assumptions would not apply to site 401A. There would be two accessed provided to the site, neither of which would need to cross the Local Wildlife Site. Feel that site 401A could deliver housing in the short-term either individually or part of a larger proposal.	
1 1 1 4	John	Milner		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 1 2	Lindsey	Milner		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 7 0	Keith	Minikin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 2 7 4	Alexandra	Minkin	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 2	Alan	Minnican	Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park, Penshaw. Brownfield sites in Washington available - industrial estate business premises at end of their working life. Building on Green Belt for easiness to avoid clearing sites to maximise profit, total disregard for the Green Belt, environment and residents. Traffic - 400 houses, 2 or more vehicles per household, peak times at strategic points, do the maths.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 9 6 5	Corey Lee	Minnican	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

					assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
271	Lucy	Minnican		Opposed to the proposed Housing Development Site on land adjacent to Herrington Country Park. Believes that there are sufficient sites within Sunderland to accommodate the housing need and that development would put additional pressure on the existing roads, schools and GPs.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4546	Lynn	Minnican	Save Penshaw Green Belt	Object to building on land adjacent to Herrington Country Park.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1107	Debbie	Minniss		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

				included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 9 2	Kevin	Mitchell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
9 9 1	Sarah	Mitchell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
1 1 0 6	C	Mitchell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.
3 3 6 7	D	Modd		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
2 4 0 9	Thomas	Moffatt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

				<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 4 8	J	Moffatt		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 6 5 4	John	Moffatt		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 5 2 4	Graeme	Moffitt		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 2 8	Jacqueline	Moffitt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 3 9	Emily	Moffitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
188	Graeme	Moffitt		Opposed to the proposed Housing Release Sites at Springwell. Asked 3 question which would preferably like answered before attending a drop in event. Believes that the proposals in the report change the identity of the village and that the existing road network would be put under increasing pressure.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
3010	Graeme	Moffitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 5 2	Bryan	Moffitt	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and</p>

					further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 4 3 7	Elaine	Mojarab		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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9 7 0	Erica	Moks		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3	Margaret	Mole		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

1 3 5				<p>relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 1 0 2	M	Monaghan		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3 3 4 7	P	Montague	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4065	Sophie	Moon	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1644	Tracy	Mooney	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 9 2	Susan	Moor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 8	Jamie	Moore		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 0 3	Ada	Moore		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 7 4	Billy	Moore		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Concerns over impact on wildlife and birds, including two species on RSPB red list. Increased volume of traffic. Increased strain on local services such as doctors and schools. There are brownfield	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				sites that could be developed first before ruining the greenbelt.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
296	Billy	Moore		Objects to the South Sunderland Growth Area, all proposed Housing Release Sites, the proposed safeguarded land and travelling showpeople sites.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
195	Jill	Moore		Opposed to the House Release Site at Southern Area Playing Fields. Opposed to the loss of open space and believes that brownfield land should be used before Green Belt.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1200	William	Moore		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
309	L	Moore		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

8				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
3 4 8 5	W	Moore		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 8 4	M	Moore		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4042	Eddy	Moore		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
537	F	Moralee		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed</p>

				the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 4 6	Natalie	Moralee	Objects to Policy SA3 sites HRS1, HRS2 and HRS3 (Springwell), HRS11 (West Park), HRS12 (Penshaw), HRS15 (Philadelphia). At HRS12: Specifically objects to levels of growth forecast compared to current demand; questions whether Philadelphia is part of the overall housing supply, why Coalfield area takes more than fair % of housing. Also objects to: school capacity; GP Surgeries/NHS; traffic levels/road safety; brownfield register only has 15 sites; some brownfield sites are not being prioritised; impact on wildlife; impact on open countryside; setting on Penshaw Monument setting. HRS15 specifically objects to suggestion that Government previously agreed the site was not to be developed.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Sprinwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
2 0 8 7	Leon	Moran	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

				zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 6 9 6	Julie	Moran		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 0	Lee	Moran		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5	Rachael	Mordecai		Opposed to the proposed Gypsy and Traveller site at Leechmere. Believes that there could be an increase in crime in the area. Disappointed with the level of consultation that has taken place.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 8 1	Michael	Mordey		Objects to proposed gypsy and traveller site at Hendon. Sewer in site will reduce usable area and cause health and safety concerns. Site also contains telecoms substation. Reduced site size would not be able to accommodate required vehicles and provide turning circle. Topography of site would make development costly. Safety concerns for families using the site due to surrounding industrial uses. Site is located within Port blast zone. Adverse impact on local businesses. Site is already leased and provides small income. Concerns over management of the site. Site may not be usable when port access is delivered. Sites 4, 11/12, 16, 18/19, 25, 34, 65, 88, 87, 112, 48, 77, 80, 93, 102 and 106/107 all have similar issues. Believes that sites should be located close to existing communities rather than in industrial estates.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 6 1	Michael	Mordey		Objects to proposed gypsy site at Hendon Industrial Estate. Specifically objects to: site requiring 24-hour access by Northumbrian Water Ltd to major sewerage inspection chambers, and telecoms substation which would drastically reduce available land for gypsy purpose; sewer gases from these chambers could prove dangerous health risk to gypsies; cost to create site due to topography; not suitable to children living there- heavy industry and heavy industrial traffic; within Port blast zone; negative effect on local businesses; already leased site; concern running/policing site; not a suitable location for residential development (scrap yards etc); impact of Port road on site. Also points out a number of sites have	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

			been dismissed which have similar issues to Hendon site. Further concerned that some sites have been dismissed because of proximity to showpeople, yet it is deemed appropriate to locate gypsies within industrial estates.	
4 0 2 7	Michael	Mordey	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 2 2	Chris	Morelee	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 2 7	Marian	Morgan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 3 1	L	Morgan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8 5 6	Alicia	Morgan	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

					land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 5 3	J	Morgan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 5 5	Lesley A	Morgan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 6 7	M	Morgan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 5 4	Michelle	Morgan		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 1 0 3	Sheila	Morgan		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 3 2	Margaret	Morgan		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 4 3	Shiela	Morland		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 4	John	Morland		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

4				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
1 0 0 9	A	Morley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 0 3	John	Morley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 0 1	Linda	Morley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 8 6 0	Alison	Morley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 8 9 8	V	Morley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 8 8	Alison	Morrell		Strongly oppose SSGA development of settlement break land north of Burdon Road - brownfield land should be exhausted first, and flooding the market with new homes at a time of population decline will be detrimental to property prices in the area. Concerned about proposed new road layout and increase in traffic and noise this will facilitate, but support some amendments made since the last proposal. Burdon Road has become a busy, fast and noisy road. concerned the plan to divert traffic down to Burdon Road from Burdon Lane will increase traffic volume and noise. welcome changes to move the proposed roundabout off the Ruswarp Drive junction, and the addition of open green space between our estate and the new houses. in favour of the bus lane - feel that if the bus lane alleviates traffic volume, speed and noise then the improved quality of life would be worth the slight detour. Plans could still be improved further - suggest new road and roundabout does not need to come as far down as Burdon Road.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure.
2 9 2 6	K	Morris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2670	Andrea	Morris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
29	Edith	Morris		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

2 4				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. 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3 3 0 2	Janice	Morris		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

				<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 6 3	Gael	Morris		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 0	Jennifer	Morrison	Newcastle City Council	<p>No specific support or opposition, but comment made that all SSGA sites and all HRS sites will require archaeological investigation. Specific site comments are that: North of Burdon Lane- an extensive prehistoric site has been found; HRS1- development either side of Mount Lane will change character of the lane; HRS2 - impact to Grade 2 listed building; HRS6 site of former waggonway, 19th Century public houses and prehistoric site; HRS7 includes the site of Harraton Colliery Row Pit and ancillary buildings/residential dwellings which was open from the 18th century to 1965; HRS9 cropmark currently under investigation; HRS11 mediaeval ridge and furrow belonging to mediaeval villages (highly significant concern); HRS14 adjacent to historic village; HRS15 setting of listed buildings needs to be taken on board;</p>	<p>Comments noted.</p>
2 2 4 9	Kath	Morrison		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 6 2	Philip	Morrison	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 0 6 8	James	Morrison	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 4 7 8	Brian	Morrissey	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

				assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1058	Maureen	Morrow	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each</p>

				development
4306	Suzanne	Morton	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1885	Emma	Moscrop	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
79	Claire	Moses	Support for the development of the Former Vaux Site. Opposed to the development of the South Sunderland Growth Area and all of the Housing Release Sites except the George Washington Pitch and Putt site. With regards to the West Park site believes that the park is a resource to the community as well as being a habitat for wildlife. Development would also put increasing pressure on the local road network. Opposed to all of the proposed Travelling Showpeople and Gypsy and Travellers sites	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
988	John	Moss	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1045	Annette	Moss	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1158	S	Moss	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3 5 2 9	Andrew	Moss		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 5 4	F.E.	Moss		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 4 1	B	Moss		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 4 5	Anthony	Mount		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 9 7	Audrey	Moutter	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 5 1	R	Mowbray	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 6 8 3	Mark	Mrycrak	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 0 0	Carol	Mulholland	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 5 3 5	D	Mulholland	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

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3007	L	Mulholland		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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38	Catherine	Mullan		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

2 2			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. 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1 4 2 4	G	Mullen	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 2 6	J G	Mullen	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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3 3 5	Diane	Mullen		Objects to proposed gypsy and traveller site at Sandmere Road. Concerned over impact on local businesses. Concerns over potential increase in crime and site acting as a deterrent to customers. Gypsy and traveller sites should be out of town on wasteland. Concerns over littering. Site is too near businesses and housing.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 7	Michael	Mullen		Objects to proposed gypsy and traveller site at Sandmere Road. Concerned over impact on local businesses. Concerns over potential increase in crime and site acting as a deterrent to customers. Gypsy and traveller sites should be out of town on wasteland. Concerns over littering. Site is too near businesses and housing.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 9 4	Shaun	Mullen		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 9 5	Dean	Mullen		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 7 6	James	Mullenger		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 1 2	Paul	Muncaster		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 2 2	Barry	Muncaster		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

8 6 0	Keith	Munro		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 5 9	Colin	Murison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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2 3 6 2	Elizabeth	Murison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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6 5 2	Christine	Murphy	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

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6 5 4	John Patrick	Murphy	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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4 1 6	Anita	Murphy		Objects to Policy SA3, site HRS12 (Penshaw). Specifically objects to impact on local amenities and infrastructure, especially traffic infrastructure; loss of Green Belt and impact to landscape; site between Barnwell View and Cricklewood Drive which could be built on.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 2 3	Maxine	Murphy		Objects to proposed Housing Release Site on land adjacent to Herrington Country Park.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
7 2 6	Rachel	Murray		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3016	A	Murray	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2668	Peter J	Murray	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 1 4 3	Lee	Murray	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 0 6	S	Myer	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
6 6 1	Dawn	Myers	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
6 6 3	Carole Ann	Myers	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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6 6 2	Stuart	Myers	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 7 9	A	Myers		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 0 6	George	Myers		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2509	Elizabeth	Myers		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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25	Iris	Myers		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

03				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. 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3507	Rob	Myers		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
544	Christopher Robert	Nairns		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
67	Christopher Robert	Nairns		<p>Objects to the proposed gypsy and traveller site at Hetton Lyons ponds. Concern over loss of car parking for country park, particularly</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to</p>

7				for disabled. Car park is used by fishing fraternity. Impact on wildlife and trees. Concerns over city centre (vacant shops, litter etc.). Hetton is not the right place for a travellers site. Country Park has recently had awards and should be protected and supported. Would like the Hetton bypass to be built. Concerns over traffic.	designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 6 6	Joan Margaret	Nairns		Objects to proposed gypsy site at Hetton Lyons, and in particular the potential impact the site will have on wildlife, fishing and the parkland overall.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 4 8	Joan Margaret	Nairns		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 3 2	Ian	Naisbett		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of greenspace/parkland/recreation; withdrawal of covenant; loss of historic parkland/ridge and furrow; impact to area character.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 6 5 4	Kirby	Naisbitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
606	Mark P	Nanson		Objects to all proposed gypsy and traveller sites. Particularly concerned regarding proposed site at Leechmere Industrial Estate. Concerns over impact on businesses on industrial estate and potential increase in crime. Likely to result in businesses relocating. Impact on adjacent retirement home.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1637	Doreen	Nash		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3892	B	Naugher		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
997	Michelle	Naunton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1001	C	Naunton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2691	Michelle	Naunton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing. Would remove public access to the park.	
8 5 3	Robert	Naylor		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 5 6	A	Naylor		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 5 7	Jeffrey	Nelson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 3 2	Christine	Nelson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 5 7	P	Nelson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 7 5 3	I	Nelson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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1 7 5 5	Charlotte	Nelson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 4 6	Rachel	Nelson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 8 6	Diane	Nelson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 5 3	Paul	Nelson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 4 4	Dionne	Nelson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 0 0	Richard	Nelson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 7 9	Jacqueline	Nelson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 8 0	Thomas	Nelson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 6 6	Thomas William	Nelson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 8 4	J	Nesbitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

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1987	H	Nesbitt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1 9 8 5	D	Nesbitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 6 1 7	Scott	Nesbitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 4 6	Jacqeline	Nesbitt	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 8 8 9	Rachel	Nesbitt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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2 9 4 5	Jordan	Nesbitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 6 1 6	Conor	Nesbitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 1 8	Alison	Nesbitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2619	Stephen	Nesbitt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1509	Susan	Nessitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 5 1 5	Malcolm	Nessitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 7 8	Jackie	Newall	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				sense of fear and trepidation for residents.	
4 2 9 0	M	Newey		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 3 2	Michelle	Newman		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 4 2	Paul	Newman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site

					frameworks.
1 1 6 0	I	Newton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 4 7	Shaun	Newton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 4 3 3	Shaun	Newton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 6 2	Anita	Newton		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 0 9	John	Ngatia		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

					<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
5 1 6	Annette	Nichol	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>	

5 1 5	Rob	Nichol		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 7 6	D S	Nichol		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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2 4 6 1	A	Nichol		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 3 3	Julia	Nichol		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 8 5	Joan	Nichol		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 0 4	Samantha	Nicholson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 0 0		Nicholson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 9 9	L	Nicholson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3037	Ada	Nicholson	Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of historic parkland; impact to village character; loss of greenspace.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
211	Barry	Nicholson	Objects to SSGA sites to north of Burdon Lane and South Ryhope, but supports Chapelgarth and Cherry Knowle. Objects to all 15 HRS sites (Policy SA3), and objects to all Gypsy and Traveller proposals. Objects to creeping housing growth into greenfield countryside. Objects to any Green Belt development - if land is not available for development levels proposed then the levels should be reduced accordingly. Washington is being particularly hit. Southern Area Playing Fields were created to replace previous fields that were built on for housing. Development here will take away the only grassed area for local residents to use. Infrastructure will struggle to cope.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites.
3	Francis	Nicholson	Objects to Policy SA3, sites HRS11 (West Park). Specifically objects	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site

0 3 4				to: loss of greenspace/recreational land; loss of historic environment; no exceptional circumstances justified; impact on roads; impact on school capacity; impact on GP Surgeries.	is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 4 3	Nora	Nicholson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 7 0 2	Irene	Nicholson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 1 6	Stuart	Nicholson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 6 3	Pat	Nicol		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2697	Margaret	Nightingale	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Change the area dramatically.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3625	J	Nightingale	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2909	Gene	Nikrandt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better</p>

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 7 4	Gillian	Nikrandt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1053	Alan	Nixon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
921	Charlott	Noble		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3451	Pete	Noble		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4244	George	Noble		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
550	John	Nordstrom		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	Leechmere has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
20	Michael	O'Brien		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

9 7				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 7 0	Carole	O'Brien		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 6 7	Alice	O'Brien		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

			Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 6 9	Keith	O'Brien	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 7 3 0	Stephen	O'Brien	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 6 6	David	O'Brien	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 7 6	Emma	O'Connor	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 7 2 5	Lynn	O'Connor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 4 3	Brendon	O'Donnell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 8 2	Denise	O'Donnell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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4 5 8 3	Kate	Ogden		Object to potential plans to build executive homes on West Park. The park was bequeathed to the people of Herrington in perpetuity as a place of recreation. The park offers residents access to green space. Health benefits associated with accessing green space. Concerns over noise pollution and increased volume of traffic. Concerns over school capacities. Alternative sites available within the city to regenerate. The development would ruin the character of the village. New housing should be affordable housing in associated areas.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6 4 5	Emma	O'Hara		Objects to Policy SA3 site HRS11 (West Park). Specifically objects to: Newcastle Council has focused on brownfield land; loss of parkland; withdrawal of covenant; impact on wildlife; loss of recreation area; loss of historic ridge and furrow; many other brownfield sites undeveloped in city; loss of attractive gateway into city; school capacity; road traffic; sewerage; not a need for executive houses.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 5 9	Kevin	O'Hara		Object to proposed development of 70 executive houses at West Park, Middle Herrington. Para.6.14 states the Housing Release Sites were chosen for their low ecological value, favourable water management and transport issues, and landowner support. Very debatable, no credence or evidence. Fundamental issues of this land glossed over - public park land not acknowledged, secured agricultural tenancy with long term tenant not approached/represented. All 3 council representatives and community petition not in favour. Archaeological and historical landscape and ecological importance has been overlooked. Rare unimproved pasture habitat, rich diversity of flora and fauna - ridge and furrow 'waxcap grassland' supporting rich fungal assemblages, a priority habitat for Northeast England Nature Partnership (Durham BAP) not acknowledged. Veteran trees, >66 species of bird in the park including several schedule 1 nesting birds, 5 protected bats species (3 roosting) - no evidence of having fulfilled legal obligations for surveys. Dubious requirement for 'executive' housing. CSDP wrongly envisages 'growth' when slowest growth in UK in northeast and Sunderland. If implemented its proposals would inflict environmental damage on West Park area and unsustainable developments, increasing CO2 emissions from traffic congestion on already over-burdened transport infrastructure. CSDP fails to address cumulative impacts of agreed and proposed housing developments - increased ecological and environmental threats (biodiversity, traffic, lost farmland, flood risks, sewage, waste management, school places, GP/dental places, water pollution). Socially unsustainable - would increase inequality and social exclusion from taking away public right to use. Does not provide the social housing required. Expensive 'executive' housing built on urban fringe would not improve prospects for the majority of ordinary	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			<p>people, and wouldn't spend their money in Sunderland. CSDP neglects town centre and regeneration of Vaux and Hendon areas and brownfield sites - unsustainable economy dependent on high risk developments and speculative housing. Strategy mired in 'growthism'. Plan should be making better use of the existing built-up area, not unsustainable urban sprawl extending it onto Green Belt and green fields. Abandon plans to build on West Park and Green Belt - losses and diversity of wildlife habitats and species cannot be offset in any way by so called 'planning gain' compensation. Would contribute to adverse climate change. Councillors' claims for not being able to build on brownfield sites are fallacious arguments - just for revenue from closely linked developers. Traffic problems at West Park effect on property prices and resale opportunities. Developers ignoring planning regulations and lack of enforcement of breaches - encroachment on neighbouring land, culverting watercourses with protected species. West Park is a gateway into Sunderland, and utilised by people playing sports, walkers, dogs, children and admiring nature and aesthetic beauty. Should be kept as greenbelt. Huge negative impact from development, destroying remaining local community infrastructure. Land given in perpetuity to the people of Herrington. Wrong to develop such valued pieces of land when such an undeveloped, undernourished city centre with little attraction. Plan should focus on needs and requirements of the existing populace of Sunderland, not what is perceived - protect our green spaces and regenerate the city from the centre not from the edge. Housing alone will not bring people, a deprived culturally derelict town centre will not attract people to make a city prosper.</p>	
2919	Sally	Ohre	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 3 8	Charlotte	Old	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 0 0 6	Ridley	Oldham	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better</p>

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3005	Linda	Oldham	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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3 2 4	Rosalind	Oliver	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 4	Rosalind	Oliver	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 1 1	Joanne	Oliver	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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1830	E	Oliver	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 4 0	S	Oliver		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

3			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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2094	Emma	Oliver		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
569	Robert	Oliver	Sunderland City Council	<p>Objects to proposed gypsy site at Leechmere Industrial Estate. Specifically opposed to: proximity to nursing care home and stress this could cause; proximity to businesses and local residents.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2451	Melissa	Oliver		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft</p>

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2809	Debbie	Oliver	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 6 5	Jamie	Oliver	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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4 3 3 5	John	Oliver		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 3 4	Elizabeth	Oliver		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 6 6	Rita	Olsen		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 1 8	Adam	ONeil		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 3 7	Bob	Oneil		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

7				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
2 3 2 5	Lillian	O'Neil		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 3 9	Ernest	Ord		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 0 9	Patrick	Orme		Objects to Policy SA3, site HRS11 (West Park). Specifically opposed to: impact on natural environment, local area character; local heritage; increased traffic, increased noise and air pollution, impact on mature trees, impact on grazing cattle. Object to fact that Council promotes site as a local park, and is used by people of all ages. Brownfield site use should be maximised. Consider development in areas outside the A19 corridor route.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 4 1 4	Claire	O'Rourke		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

				<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 6 0	Irene	Orwin		<p>Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.</p>	<p>This site has been discounted following the Green Belt Review.</p>
3 2 5 6	James	Orwin		<p>Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.</p>	<p>This site has been discounted following the Green Belt Review.</p>
2 8 3 0	Irene	Ostle		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons</p>

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 5 1	Elizabeth	O'Sullivan	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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3 7 6 2	Kevin	O'Sullivan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 1 4 5	Norah	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 3 5	Katie	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 5 8	Sonia	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 5 9	Peter	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 4 7	Rachael	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 9	Albert	Owen		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 4 1	Gemma	Owens		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

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3 4 3 2	Tony	Owens	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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3 6 6 9	Brenda	Owens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 6 2	Colin	Oxberry		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 1	Michelle	Pacey-Dixon		Opposed to the Housing Release Site adjacent to Herrington Country Park concerned about the noise and traffic that will be created, that there won't be enough school or doctor places. Using the Green Belt will destroy our eco systems, wild flowers, and trees. Additional pressure put on the local roads from increase in traffic.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 2 2 0	Irene	Padget		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 1 4	William	Padget		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 8 8	Louise	Paisley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would

				be required for each development.	
1 8 8 9	Stephen	Paisley		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3 2 2	Deb	Palfreyman		<p>Objects to Policy SA3, sites HRS11 (West Park) and HRS12 (Penshaw).</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
3 0 2 4	Terence	Palfreyman		<p>Objects to Policy SA3, sites HRS6 (JS Park) and HRS7 (Southern Area PF). Specifically objects to: loss of Green Belt land; loss of sports fields; loss of recreational greenspace; impact on school capacity; impact on GP Surgeries; lack of local retail to support homes; brownfield sites/unused sites should be used-up first; limited access to public transport services; Bonemill lane limited road capacity.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead.</p> <p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are</p>

					mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 1 7	Gary	Pallas		Objects to Policy SA3, sites HRS7 (Southern Area PF) and HRS12 (Penshaw). Specific objection to loss of playing fields at Southern Area PF for use by local children / active health opportunities. At Penshaw, object to impact on landscape, and increased traffic in area.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 8 9 8	Nigel	Pallister		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 6 1	Caroline	Palmer		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 2 2	Doreen	Palmer		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 9 5 5	Jack	Pane		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 4 1	Patricia	Panther	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 7 4	Claire	Parish	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

					frameworks.
2 2 7 3	Keith	Parish		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 7 5	T	Parish		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 6	Derek	Park	Supports the development of the Former Vaux Site. Opposed to the Housing Release Sites at Waterloo Road, James Steel Park, Ferryboat Lane, Newcastle Road, West Park, land adjacent to Herrington Country Park, The Granaries and the Safeguarded Land. Believes that there are any number of sites, brownfield or otherwise, within Sunderland which should be given first consideration for new housing before any further greenfield land. Believes that there are acres & acres of unused land in the old east end/Hendon area for example which may have been earmarked for future industrial use but in reality are highly unlikely to ever be so used. Opposed to proposed Gypsy and Travellers sites at Hendon and Leechmere.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 7 8	Christopher	Parker	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

				undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 7 6	Katie	Parker	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 4 8	David	Parker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 1	Laura	Parker		Objects to proposed site allocation at Vaux. Objects to proposed allocation of a gypsy and traveller site at Hetton Lyons Ponds.	The Vaux is allocated in the Publication draft for office and residential development. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 0 2	K	Parker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2801	C	Parker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2803	G	Parker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 1 1	Derek	Parker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 2 1	Lesley	Parkes		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 0 7 4	Hazel	Parkes		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

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7 1 9	Sharlene	Parkin	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
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			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1808	M	Parkin	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 9 9	Lynne	Parkin	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 1	Glenda	Parkin	Opposed to the proposed housing Release Site at West Park on the grounds that development would have an adverse impact on residential amenity and ecology in the area, proposed housing would be high density, increasing pressure on local schools, GPs and existing roads, poor environment in the City Centre, reduced air quality	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 7 7 7	Michael	Parkin	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3 7 5 0	Tom	Parkin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 1 5	Sandra	Parkin		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 8 3	Helen	Parry		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 8 4	Sarah	Parry		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

				Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
203	Christine Parry		Supports the development of the Former Vaux site Opposed to all of the Housing Release Sites except The Granaries and the New Herrington Working Men's Club. With regards to land adjacent to Herrington Country Park there are great concerns regarding the impact on local infrastructure, roads, schools and the NHS. Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
89	Christopher Parsons		Support for the development of the Former Vaux Site and the South Sunderland Growth Area. Opposed to the Housing Release Sites at George Washington Pitch and Putt and Southern Area Playing Fields as it will release in a loss of recreational space which is well used. Will also put pressure on local services. Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable

					and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
2 4 4 3	Michelle	Partington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 6	Karen	Partington		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 3	Yvonne	Partridge		Support for the South Sunderland Growth Area sites at Chery Knowle and land to the north of Burdon Lane. Opposed to all of the proposed Gypsy and Traveller sites.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 3 2	Jeanne	Partridge		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 5 7	Tom	Partridge		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 1 7	Danny	Pascoe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
6 4	Christina	Patchett		Opposed to West Park development. Local services have no capacity and surrounded by busy roads. The park is frequently used by local people and believes that there are other areas that should be developed before this site.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6 2	David and Eve	Patchett		Support the development of the Former Vaux Site. Opposed to the Housing Release Site at West Park. The park is a habitat for various wildlife and would be great loss for the community, local services and roads are already under pressure, the land floods frequently and East and Middle Herrington has below average tree cover and amenity space. Questions the ownership of the land and some of the scoring in the Green Belt Assessments.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4	M	Paterson		Objects to Policy SA3 site HRS11 (West Park). Specifically opposes:	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site

9 6				withdrawal of covenant; loss of park (recognised by Council as a Park); loss of Green Belt; loss of recreational area; effect on wildlife; increase on local traffic; historical impact (ridge and furrow); effect on city gateway.	is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 9 5	S L	Paterson		Objects to Policy SA3 site HRS11 (West Park). Specifically opposes: withdrawal of covenant; loss of park (recognised by Council as a Park); loss of Green Belt; loss of recreational area; effect on wildlife; increase on local traffic; historical impact (ridge and furrow); effect on city gateway.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 5 9 1	John	Patrick		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 5	Susan	Patterson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

5			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 3 4	R	Patterson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 7 9	Sylvia	Patterson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 8 7 8	Leanne	Patterson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 2 6	N	Patterson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 3 1 8	Andrew	Patterson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 2 1	Victoria	Patterson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 1 7	Daniel	Patterson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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3 3 2 0	Matthew	Patterson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 4 9	H	Patterson	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 9 4	Martin	Pattinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 5 9	G	Pattinson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 5 9 7	George	Pattinson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 1 4 6	M	Pattinson		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 0 7	E.D	Pattison		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 2 3	W A	Pattison	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 9 4	Karen	Pattison		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 1 3 5	Michael	Pattison		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 2 2	Alan	Pattison		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
3 2 1 0	Elaine	Patton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 8 1	Claire	Paul		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 8 4	Hannah Jane	Paul		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 6 0	M	Pearce		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport

					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 4 5 5	A H	Pearce		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9 6 7	M	Pearson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
2071	Jim	Pearson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2350	Angelyn	Pearson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

				<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
310	Bill	Pearson		<p>Objects to Policy SA3, site HRS12. Specific objection to impact on school and doctors surgeries, and road infrastructure/congestion. Objects to building on Green Belt when brownfield land is available.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
3022	Bryan	Pearson		<p>Objects to Policy SA3, site HRS7 (Southern Area Playing Fields). Specifically objects to: loss of last remaining greenery in area; loss of sports fields/places to exercise; increased traffic; increased air and noise pollution; landscape impact; impact on Bonemill Lane.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to</p>

				provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
1 8 5	Bryan	Pearson	Opposed to the proposed Housing Release Site at Southern Area Playing Fields on the grounds that the consultation has been poor and by developing on the land the Council will not be meeting its own aims set out in the plan. Development would put increasing pressure on existing roads which are already in need of repair.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
4 9	Michael	Pearson	Supports the development of the Former Vaux Site and South Sunderland Growth Area. Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 4 9	Daniel	Pearson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3603	Joan	Pearson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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3 7 8 0	Bryan	Pearson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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4 1 4 5	K.S.	Pearson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 2 5	Amanda	Pearson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

				within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 2 3 9	Ann	Pearson	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 6 6	A	Pearson	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 6 5	Nicola	Peart	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

					development
1 6 5 0	Christine	Peart		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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1 6 4 8	George	Peart		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 8	David	Peart	Support for development of the Former Vaux Site and the South Sunderland Growth Area. Opposed to the Housing Release Sites at George Washington Pitch and Putt site, James Steel Park, South Area Playing Fields and the land adjacent to Herrington Country Park. Would like to see James Steel Park remain as a park and development adjacent to Herrington Country Park would have an impact on its character. With regards to Southern Area Playing Fields they are used by local football teams and local families and the council should be encouraging sport and leisure activities and not removing well used facilities.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 0 8	Kerry	Peart	Objects to proposed travelling showpeople sites at Market Place and Pearson Industrial Estate. Also objects to proposed gypsy and traveller site at Hetton Lyons Ponds.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
2 2 9	Nicola	Peden	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

7				<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 0 0 4	M E	Peel		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

				undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 2 1	Denis	Peel	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 8 9	Simon	Peer	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 9 1	P A	Peer	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 8 6	Debbie	Peer	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 8	Rhys	Peer	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks</p>

8			and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 5 4 7	Derek	Pelley	Object to proposed HRS12 new build at Penshaw: no need for new 4/5 bedroom luxury houses in this area at this time ; not enough school spaces - why not build a school on this land? traffic along these roads is getting worse, another 400 houses with probably 600 cars will just add to delays, at school times, and parking more hazardous for events in Herrington Park. wildlife will suffer, Herrington Park should be given the protection Greenbelt is supposed to offer. This is building houses for profit rather than for a growing population. Build smaller properties like flats rather than top end luxury builds.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 5 4 8	Diane	Pelley	Object to proposed HRS12 development on Penshaw green belt - detrimental effect on lifestyle, small school cannot cope, congestion around the school is dangerous, gp surgeries are small and hard to get seen. Spoiling the view, peace and tranquillity.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

				Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 5 6 6	John	Pendergast	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 9 5	Adam	Penman	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 3 4 9	S	Penman	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 7	Arthur	Pennell	Objects to PolicySA3 - Site HRS11 (West Park). Concern over loss of recreational area. Welcomes safeguarding of transport corridors for Leamside line and at South Hylton, however large parts of Sunderland miss out should be considered for metro extensions. Queries what upgrades could be made to A19 junctions. Potential for new junction between A690 and Seaham could be considered. Consideration should be given to park and ride to reduce congestion. Area north of Hillcrest and Thorney Close should be retained as greenbelt due to wildlife and archaeological importance. The footpath from Steep Hill to Hastings Hill is well used. The agricultural area to the west forms a natural boundary. Concerns over potential use of this for housing, including impact on traffic on A690. Concerns regarding potential mess left by travelling community and indicates that any site should be as small as possible.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report
3 6 8	Margery	Pennell	Objects to PolicySA3 - Site HRS11 (West Park). Concern over loss of recreational area. Welcomes safeguarding of transport corridors for Leamside line and at South Hylton, however large parts of Sunderland miss out should be considered for metro extensions. Queries what upgrades could be made to A19 junctions. Potential for new junction between A690 and Seaham could be considered. Consideration should be given to park and ride to reduce congestion. Area north of Hillcrest and Thorney Close should be retained as greenbelt due to wildlife and archaeological importance. The footpath from Steep Hill to Hastings Hill is well used. The agricultural area to the west forms a natural boundary. Concerns over potential use of this for housing, including impact on traffic on A690. Concerns regarding potential mess left by travelling community and indicates that any site should be as small as	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			possible.	
2052	Alastair	Pentland	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1956	D	Pentland	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2234	D M	Pentland	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to

			<p>dwelling on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2844	E	Pestell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106</p>

					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 4 3	Holly	Pestell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 4 6	A	Pestell		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3304	Cuskin	Peter	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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1 3 7	John	Petrie		Objects to proposed housing allocation at West Park. Despite numerous developments over the years, the area has still retained a unique atmosphere because of West Park. Park has been used for recreation for generations. Retraining the park enhances natural and historic environment and the quality and local distinctiveness of the built environment.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 8 3 7	NP	Petrie		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

					<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 1 8	S	Petty		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 7 7 2	Susan	Peverall		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site</p>

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
420	Brian	Peeverley		Opposed to Policy SA3 site HRS12 (Penshaw) and also opposes all proposed Travelling Showpeople and Gypsy sites. Specifically regarding HRS12 concern about loss of greenfield land, impact to local road network/congestion. Concern that brownfield sites should be developed first. Regarding traveller and gypsy sites- concern regarding clean-up costs and local disruption this would cause.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
538	Craig	Peeverley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2219	Fiona	Peeverley		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
6 5 5	Robert	Phillips	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 9 5	George	Phillips		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 9 4	Joe	Phillips		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 1 5	E	Phillips		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 1 4	E	Phillips		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 9	Tracey	Phillips		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

9			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 3 9 5	David	Phillips	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 7 9 7	Deanna	Phillips	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 6	E	Phillips	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The</p>

9				waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Council has adopted a tolerance policy.
2 2 8 1	J	Philliskirk		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
6 4 9	C	Phipps		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 2 4	Jeroen	Pichal	Objects to Policy SA2 (South Sunderland Growth Area). Objects to Policy SA3 - all housing release sites. Objects to Policy SA4 - safeguarded land. The Council are basing their plans on flawed reports. The proposals are in favour of developers profits with disregard to the interests and wellbeing of the public.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base.
2 2 7 2	J	Pickard	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1120	George Antliff	Pickering		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
13	Stephanie	Pickering		Supports the development of the Former Vaux site but is opposed to the Southern Area Playing Fields. Believes that the pitches are protected and cannot be built on. The pitches are used constantly by both adults and children. Council is contradicting itself by promoting health aspects but then taking away pitches. Overall of loss of pitches will be greater than 6. Although there is other open space in the area it is not possible to play football on them. Publicising the drop in events has been poor. The local infrastructure will never cope with all these additional homes plus the growth that Durham is proposing nearby. Should be building on brownfield sites before Green Belt. Questions why Washington needs more houses when the population is not expected to increase.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. The Council has sought to ensure that consultation on the Core Strategy and Development Plan is as open as possible and have gone beyond the legal requirements to ensure that the consultation was fair, transparent, proportional, effective and inclusive. The Consultation was in accordance with the legal requirements prescribed by the Town and Country Planning Regulations 2012 and the Council's Statement of Community Involvement.
3996	Kathleen	Pickering		Cannot understand the Stephenson car park attached to Hetton Lyons Country Park being considered suitable for a gypsy transit site. Existing temporary caravan sites at Herrington Country Park and Seaburn Camp would be more suitable as already accommodate caravans, or the Houghton Council Depot. No possibility for extending Stephenson's car park if necessary in future. Where would the travellers graze their horses? Hetton Lyons Country Park is one of 5 in Sunderland with Green Flag status. If car park taken away then school children would have difficulty accessing as would have to use more dangerous Down Pit Lane. Car park is well used, not under used, need more car park space not less. Proposed site would making raising the Country Park's profile more difficult " been	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

			<p>successful bringing large community events like Dragon Boat Race and Summer Festival. Hetton Angling Club use the car park the most, if not available then roadside parking near Stephenson's Lake would add to traffic problems on B1285. Transit site would be disastrous for wildlife " water voles (protected species) in a water course just yards from the car park, any toxic element (chemical toilets) getting into the water course would have a damaging effect. Also feed into the fishing lake, Blossom Pond, Lyons Lake and then Hetton Bogs (Local Nature Reserve and SSSI). If chosen, this site will affect the character of the immediate area (the Country Park and its access), houses and business nearby " should not do so in Policy H6(5-vi). Also another section of the Country Park under consideration as an extension for travelling showmen - grossly unfair. Petitions being signed by the Hetton community. Ambiguities in the Core Strategy Development Plan Gypsy and Traveller Site Assessment Report Re. para.4.7 " rather vague, are unauthorised encampments one or a number of caravans? No evidence for the number of plots, why have travellers not been surveyed? How many reside in bricks and mortar houses? How do you know who are legitimate travellers? How can you assess how many plots needed when it varies? Travellers use social media to publish when there's a site available, so more will come than anticipated. Re. selection process (para.6.2) " error as Hetton Lyons Country Park is green space, not Green Belt; access to health facilities and schools contradicted and not crucial in site conclusion; avoiding adverse effects on occupiers' wellbeing and not detrimental to the city's regeneration is discrimination against the public losing access to the country park; Stephenson's Lake car park floods in certain areas; would class Hetton Lyons Country Park as a natural sensitive area as it is green space with protected water voles in the water course by the car park; live/work lifestyle shouldn't apply why travellers will only be staying up to 7 days. Re. site conclusion (p.11, para.7.22) " are you suggesting losing or re-routing pedestrian access to the Country Park, horse access via the bridle path and cycle access via a designated cycleway? Re. Site Assessment Schedule (site 94) " there are so many negatives in this conclusion I cannot understand why it was selected as a possible site. Re. Proposed Vision - Sunderland 2033 report (PBA) " dispute the statement about a green infrastructure network and improving green open space as you are proposing to hinder access to a green open space for residents and visitors to Hetton Lyons Country Park by making the car park a transit site for travellers.</p>	
2 4 2 2	David	Pickup	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 2 1	Lesley	Pickup	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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3726	Michael David	Piper		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
307	William	Pirry		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concern that such a site would lead to community disruption.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1478	C	Pischps		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 2 3	Gabrielle	Pitcairn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 3 2 7	James	Pitcairn	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 3 2 8	Ann-Marie	Pitcairn	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2661	Amy	Plant	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 8 9	Sheila	Platt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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2 5 8 7	Jeffrey	Platt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 5 8 8	Judith	Platt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 8 2 3	M	Pleasants		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1809	K	Pleasants	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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1802	V A	Pleasants	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1804	S	Pleasants	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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2 2 2 3	J M	Plempner	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed</p>

					<p>the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
6 4 7	Jacqueline	Plender		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each</p>

					development
650	William	Plender		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2400	Christopher	Plowe		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

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1 4 7 7	John	Pointer	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 3 7 0	June	Pollard	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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4 1	Catherine	Polley	Supports the development of the Former Vaux Site and the South Sunderland Growth Area Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 8 4	Jane	Pollinger	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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4 5 0 6	Stuart	Porthouse	<p>Opposed to the proposed Housing Release Site at West Park on the grounds that it is a well-used amenity space and if removed would leave the area further depleted of open space, additional pressure would be placed on existing schools, roads and GPs. Makes reference to the Inspector's report from the 1984 Public Local Inquiry.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
1 6 9 4	M	Portsmouth	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3520	Joyce	Postle	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 1 9	George	Postle		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 5 7	Evelyn	Postlethwaite		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 9 3	Nicholas	Postlethwaite		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2886	Shirran	Postlethwaite	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 6 9 9	N	Potter		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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2 2 2 7	R	Potts		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 2 9	M	Potts		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 5 8 9	Les	Potts	Les Potts 4 Wheel Drive Ltd	Objects to gypsy/traveller site to be located at Sandmere Road, Leechmere Ind Est - totally inappropriate. palliative care home directly behind the proposed compound, mess and noise will be disruptive to residents. nicest industrial estate in Sunderland, no benefits to local businesses/homeowners to have the G/T site located here. serious on-street parking problem around Leechmere Ind Est - where would proposed waiting area be for while the compound is made ready for the travellers? has the council got provision in place for additional policing and litter collection when	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

			<p>occupied to ensure no damage to property and the estate is kept tidy etc? indicate the grassed area where the traveller's horses etc will graze? concern with estate occupiers that the site will lower the tone of the estate and not attract new businesses, increasing void rents due to businesses moving - how will council offset this? 2 units next to proposed site are operational 24hrs/day, has impact of noise on the travellers been considered and on their children from dangers on a 30mph road? will the council reimburse the lost value of my property if the proposed site goes ahead? how will the council assure all concerned given the stigma attached to gypsy sites? please provide adverts for the sale of this land as no 'for sale' sign ever been seen? None of the estate businesses received a leaflet - a resident mentioned it otherwise would be unaware of this proposal - unfair. Numerous businesses and landlords on Leechmere Ind Est strongly object to these proposals. Preferred alternative for the G/T site would be the land at Hetton Lyons Pond, much more suitable location.</p>	
3 5 0 1	Caitlin	Potts	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2014	G	Powell	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1247	Bill	Pratt	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
125	Frank	Pratt	Objects to development on West Park. Concerns over loss of existing park. Impact on views on entry to city. Impact on local road network. Impact on local schools. Impact on local wildlife The site is of archaeological value, with medieval ridge and furrow. The park is listed on the Council's website and was gifted to the Council to be retained for recreation in perpetuity.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
122	June	Pratt	Objects to development on West Park. Concerns over loss of existing park. Impact on views on entry to city. Impact on local road network. Impact on local schools. Impact on local wildlife The site is of archaeological value, with medieval ridge and furrow. The park is	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				listed on the Council's website and was gifted to the Council to be retained for recreation in perpetuity.	
2081	Anthony	Prendercast		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2075	Sarah	Prendercast		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3003	Christopher	Price		Letter in opposition/objection to the development outlined in section HRS12 of the City of Sunderland Core Strategy and Development Plan (land adjacent to Herrington Country Park, Penshaw) I am objecting to this development for the following reasons: Increase in the volume of traffic on an already overstretched road system. Increased noise and traffic if the development goes ahead. Increased strain on local services such as doctors, schools and sewerage. There are already brown field sites within the City that could be developed before building on the greenbelt. This development will encroach upon the greenbelt that maintains the identity and distinctiveness of former coalfield communities of Shiny Row, Herrington and Penshaw. The land will be lost forever therefore rare flora and fauna will be lost. Objects to	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

				Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4018	John	Price	Hetton Town Council	Notes many residents didn't receive consultation documents, several areas omitted. Encloses responses outlining individual objections comments from residents and community groups. Attaches copies of letters individually submitted by Cllr D Wallace and Peter Reed of NETS in Hetton Lyons Industrial Estate re. effect travellers may have on his adjacent business and property. Main concern raised by residents relates to proposed travellers stopping area on the public car park at Hetton Lyons Country Park's Colliery Lane entrance. Members concerned at not being made aware/briefed of the proposals to advise residents accordingly. Concerns about loss or interference with public use and access of the valued Hetton Lyons Country Park as a major recreational facility and attraction with purpose-designed facilities for angling, cycling and national cycle-cross events. Locating a travellers site is inappropriate and unsuitable, detrimental both to the facility and environment - see reasons identified in meeting minutes and many individual comments. HTC Members recorded following comments in meeting minutes: many residents didn't receive information; lack of any evening drop-in consultation sessions; concern evident by many residents and community groups completing response forms and campaigns mounted; most concerns at unsuitability of Hetton Lyons Country Park site for travellers, problems of noise, environmental vandalism, waste fly tipping, toilet facilities and detrimental to Green Flag site; concern that Cabinet report inaccurately referred to the area as "Hetton Ponds" and not describing the valued country park amenity; residents comments that travellers site would be detrimental to nearby new housing development and local businesses on Hetton Lyons industrial estate; many residents had written to local MP Bridget Phillipson to gain her support in opposing the travellers site plan; HTC formally oppose proposal for a travelling community overnight stop off site at Hetton Lyons Country Park. Members also concerned that Hetton district had >700 new homes in recent years on several new development sites, some on greenfield sites, and that enough land been lost to development so don't wish for any further developments. Reasoning that existing road network congested and can't cope with traffic increases (contrary to developers reports) - funding of the much needed Central Route bypass road would eliminate the traffic congestion and improve current road safety concerns. Other comments: renovate long term empty homes, address acute need for appropriate properties for elderly, encourage and stress need to develop brownfield sites before precious greenfield areas. need policy to deal with blight of empty properties/private lettings. Put road infrastructure in place first to enable business development opportunities. Support Leechmere and Hendon sites for travellers.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
229	Claudine	Price		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

2				<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 1 3 1	Malcolm	Price		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 7 8 4	Christopher	Price		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 0 6	Julie	Price		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 4 2	Lewis	Price		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 2 7	William	Prince		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 8 1	Norman	Pringle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Would result in the loss of access for people who are elderly or disabled to use the park and create excessive noise from generators and vans.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 3 0	B	Pringle		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 2 4	Edward	Prior		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 0 1 1	Christopher	Prise		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 0 1 3	Jane	Prise		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 1	Andrew	Proctor	family	Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers. Believe that house prices will fall	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 7 1	Mavis	Proctor		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 7 9	Angela	Proud		Objects to Policy SA3 - site HRS7 (Southern Playing Fields). Concern over impact on traffic, schools and medical facilities. No public transport links close to site. Loss of green belt land and sporting facilities would be detrimental to the area.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
6 7 6	Joseph	Proud		Objects to Policy SA3 - site HRS7 (Southern Area Playing Field). Objects to loss of green belt and sports facilities. There is a covenant allowing sports use only. Concerns over additional traffic, noise and pollution. Impact on local schools and medical facilities. Loss of views. Site only chosen because more desirable to developers. No public transport near site. Plenty of sites closer to Washington available. Loss of green belt should not be considered where there are other sites available, such as previous industrial or residential land.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1

					Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
2 7 5 8	David	Prudhoe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3	Victoria	Prudhoe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

3 7 5				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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2 7 0 0	Andreea	Pruna		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

				<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3046	M E	Pullan		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4456	David	Purcell		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				and negatively affect local people's health and wellbeing.	
4 5 9 8	Bethany	Purvis		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 2 9 8	Susan	Purvis		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 3 2	Amy	Purvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 1 6	Derek	Purvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 8 9	Andrew	Purvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 2 9	Joseph	Purvis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 1 5	Matthew	Pye		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess

				capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
8 2 4	Thomas	Pyeall		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p> <p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 2 8 0	Lynda	Pym		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p> <p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 8 0	Brian	Quinn		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p> <p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive</p>

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3 1 5 5	Lisa	Quinn		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 4 8 6	Helen	Quinn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 8 4	Robert	Quinn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 0 8	Kelly	Quinn	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 3 6	Abdul	Qurarshi	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
8 2 6	Thomas	Race	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 9 7	George	Race	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 3 5 3	D	Rae	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1094	Christie	Rae		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3	L	Rae		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance</p>

3 5 4			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 2 3	Michael	Rafter	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerns over traffic congestion and anti-social behaviour and spoiling the area.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 2 0 0	David	Rain	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

				<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2 0 2	Diane	Rain		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
9 3	Anne	Raine		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the</p>

8				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 5 4	Alister	Raine		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 3	Lawrence	Raine		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 5 1	June	Raines		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2890	Mary	Ramsay	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2892	Ian	Ramsay	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

				<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3	Claire	Ramsden		<p>Supports the development of all sites at South Sunderland Growth Area Supports the Housing Release Sites at Mount Lane, Peareth Hall Farm, Stoney Lane, West of Waterloo Road, James Steel Park, Southern Area Playing Fields, Glebe House Farm, West Park, New Herrington Working Men's Club and Philadelphia. However opposed to the sites at George Washington Pitch and Putt, Land adjacent to Herrington Country Park and the Safeguarded land. Opposed to the Gypsy and Traveller sites that are proposed</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1 7 6 2	Wendy	Ramsey		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the</p>

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. 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2310	Mary	Ramshaw	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
319	Anthony	Ramshaw	<p>Objects to Policy SA3, sites HRS12 (Penshaw).</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

				been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
298	Janice	Ramshaw	Objects to proposed housing release site HRS12. Shouldn't be allowed with so much public opposition. Brownfield sites should be used first . Increased traffic to the area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
180	Joanne	Ramshaw	Object to Policy SA3 (sites HRS1-3). Object to loss of greenfield land around village which will affect the look of the village. It will also increase traffic to existing narrow roads. School is already full - new children cannot be accommodated at school. Once the developments take place the character of the village will be changed forever.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be

				altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
3 8 8	Katherine	Ramshaw	Objects to Policy SA3, site HRS12 (Penshaw). Specifically object to: impact of protected species that use the site (including skylarks and lapwings); increase in traffic volume; strain on schools and doctors; loss of views. Concern that brownfield sites are not being prioritised before Green Belt.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
5 4 1	L	Ramshaw	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 9 1	Meg	Ramshaw	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

				Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
590	Thomas	Ramshaw	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3295	Joanne	Ramshaw	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 7 9	Wills	Ramshaw	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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					development
3 2 8 3	Donna	Ramshaw		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 2 8 5	Billy	Ramshaw		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 8 0	Sarah	Ramshaw	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 2 8 4	Ali	Ramshaw	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 2 9 4	James	Ramshaw		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 9 5	Jason	Ramshaw		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 2 8 1	Yvonne	Ramshaw		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 9 1	Anne	Rankin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 5 0	David	Ranson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

2 6 5 2	Christine	Ranson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 6 4	Richard	Ranson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 7 9	James	Raw		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 1	R.A.	Ray		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 4 8	Ashley	Ray	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 8 4	Margaret	Rayner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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3 3 8 3	Alex	Rayner		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 3 8 7	Phil	Rayner		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 1 4	Laurence	Reay	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1520	Simon	Reay	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2150	Christopher	Reay		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1957	K	Reay		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 9 8	Malcolm	Reay		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

					potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 6 9	Steve	Reay	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

4048	Edith	Reay		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
56	Christina	Reddel		Opposed to the Housing Release Site on land adjacent to Herrington Park as it will spoil views, join up the villages, cause traffic issues and local services would be unable to cope.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
282	Stephanie	Reddel		Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park as feels that the proposed housing is unnecessary as new builds are struggling to sell and will change the character of the area. Additional traffic will cause more congestion on local roads. Views will be ruined.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3883	Ruth	Redden		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2185	Teresa	Redman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 8 6	Ernest	Redman		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 0 9 1	Robert lee	Redman		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 7 2	Elizabeth	Redshaw		Objects to Policy SA3 site HRS11 (West Park). Specific objections relate to: withdrawal of covenant; loss of quality greenspace; increased traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1	John	Reed		Opposes travelling community transit/stopover site at Stephenson	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

1 3 8				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Specifically opposed to detrimental effect that site would have on using park as a venue for cycle racing events- this car park is only tarmac car park available, and also the main access point to facilities within the park. Park is also a key location for triathlon and equestrian events. It would jeopardise future events in the park.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 8 9	Judith	Reed		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 3 2	Jordan	Reed		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a

				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
6 1 6	A	Reed	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 6 5	John	Reed	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Loss of car park detrimental to use of park as cycling club/events venue. Proposal would jeopardise future event promotions in the park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 8 8	Ann	Reed	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 3 1	Peter	Reed	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 2 0	D	Reed	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 8 3	Peter	Reed	Gypsy/travellers site proposal would be totally detrimental from a business perspective to Hetton Lyons Industrial Estate, putting jobs at risk (my company employs >50 people and recently started a new high tech self-storage facility and a vehicle/caravan/motorhome storage area that would be devastated. Loss of amenity for park users as car park used daily, provides access to southern area of the	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				park for disabled people and emergency services. Closing an important car park to provide for gypsy/traveller community would devastate the environment in and around the country park, and know gypsy/travelling people will not be controlled. Suggest combine the traveller/gypsy community with the travelling showpeople on the redundant council yard at Market Place industrial estate. Must balance existing green belt and proposed developments. City centre is in a poor state, would welcome any improvements and regeneration. Support the infrastructure proposals.	
1090	D R	Refferty		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2204	Elizabeth	Reid		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 1 4	C	Reid	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 8 2 8	Craig	Reid	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 0 6	M	Reid		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
7 8 4	James	Reid		<p>Supports the proposed development of the Former Vaux Site however believes that it should not be relied upon as part of the immediate housing supply due to given the uncertainty of its viability. Supports the proposed Housing Release Sites at George Washington Pitch and Putt, at Ferryboat Lane and the Safeguarded</p>	<p>Support noted. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan period. Where necessary, plans should also identify 'safeguarded land' in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as 'safeguarded land'. This approach is justified in the council's evidence base.</p>

			<p>Land. Supports the site at George Washington Pitch and Putt on the grounds that Washington is a sustainable location being close to major centres which are accessible on the strategic road network and has a series of local centres, good education facilities and employment opportunities. The site would perform a logical extension to Washington and no longer meets the Green Belt criteria. With regards to the site at Ferryboat Lane, believes that the site is a sustainable logical extension of Sunderland's urban area and its development would have limited impact on the landscape. With regards to the Safeguarded Land, believes that this designation restricts the development potential of the land and have a vision to deliver a sustainable urban extension to Washington. A Masterplan Framework has been prepared that assesses the key site constraints and opportunities and sets out clear design principles for a masterplan. Having reviewed the Local Plan they ask that the following be considered: 1. Housing numbers should be reviewed and increased 2. The location of new housing should be reconsidered to reflect market delivery realities. 3. The spatial strategy should be reviewed to give greater priority to Sunderland and Washington. 4. The Safeguarded Land should be allocated for development rather than safeguarded. 5. Further land to the north should also be released from the Green Belt to meet longer term development needs.</p>	
1 8 7	Liz	Reid	<p>Opposed to the proposed Housing Release Sites at Springwell and asks a number of questions. including why the Council is pressing ahead while the government is issuing new methodologies for calculating housing numbers? Why is Green Belt land being considered? No more Green Belt land should be considered for deletion considering the amount needed for IAMP. Material used for consultation is not very clear. Why hasn't other Green Bet land being considered, why only Washington? Believes that more development will happen once developers have started on site and that such small numbers of houses can be provided on sites elsewhere.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an on-going national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an</p>

				Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
3 1 8 3	Rebecca	Reid	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 6	Anne	Rennie	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2 5 5	Michael	Rennie		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 6	Anne	Rennie		<p>Opposed to the proposed Housing Release Sites at Springwell Believes that a disproportionate of Green Belt land is being used for housing purposes in comparison to the rest of the City. Questions why four bedroom executive homes are planned when there is a need for affordable housing and this is not an exceptional circumstances to use the green belt. Would like to know how much brownfield land is being considered and is under the impression that enough brown field land is available to meet housing needs. Concerned about the increased pressure that will be put on existing roads.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure</p>

				that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced from 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
2051	Jewel	Rennie	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
197	M B	Rennie	Opposed to the proposed Housing Release Sites at Springwell Believes that a disproportionate of Green Belt land is being used for housing purposes in comparison to the rest of the City. Questions why four bedroom executive homes are planned when there is a need for affordable housing and this is not an exceptional circumstances to use the green belt. Would like to know how much brownfield land is being considered and is under the impression that enough brown field land is available to meet housing needs. Concerned about the increased pressure that will be put on existing	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an

			roads.	<p>Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor’s surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
2049	Victor	Rennie	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council’s Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2827	Gordon	Rennie	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that</p>

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 3 4	Carol	Rennie	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 2 3 0	Thomas	Rennie	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 9 0 2	Joseph	Rennison	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

2 9 7 2	Catherine	Renton	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 0 5	Yvonne	Renwick	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 0 3	Derrick	Renwick	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 7 2 5	M	Renwick		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 3 7	Stephen	Reynolds		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 5 9 7	Eleanor	Reynolds		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
9	George	Reywer		Supports all of the Housing Release Sites except the land adjacent to Herrington Country Park and the safeguarded land. Also supports the sites that have been proposed for Travelling Showpeople	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
9 3 7	Frank	Rice		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 1 0	Ellie	Rice		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 6	Zoe	Richards		Opposed to the proposed Travelling Showpeople sites and the Gypsy and Travellers site at Hetton Lyons. Would spoil an area used by families and dog walkers and would no longer feel safe in the area.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3 6 7 7	Daniel	Richards		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 7 6	Mark	Richards		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 7	Kellie	Richardson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 8	David	Richardson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 5 1	C	Richardson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 5 9	Gordon	Richardson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 5 8	Judith	Richardson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				young people and local scout groups.	
1 4 9 8	K	Richardson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 7 9	Malcolm	Richardson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 7 3	Les	Richardson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement.</p>

					There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 1 2	Maria	Richardson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 5 3 7	Faye	Richardson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

			Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 4 1	Seth	Richardson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 5 7	Blake	Richardson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2	Mal	Richardson	Opposes travelling community transit/stopover site at Stephenson		Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further

3 5 1				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9	Gail	Richardson		Is opposed to all of the proposed Gypsy and Traveller sites	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 7 4	J	Richardson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 5 3	Kimberley	Richardson		Objects to Vaux site, all 4 SSGA sites, all 15 HRS sites, all Travelling Showpeople sites and all gypsy sites.	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are

				sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
1703	Lee	Richardson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
577	Lisa	Richardson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4600	Paul	Richardson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2914	L	Richardson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

				development
3 2 2 8	Bill	Richardson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 2 6	Mollie	Richardson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 5 3	Sylvia	Richardson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 7 8	Malcolm	Richardson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 2 4	Alan	Richardson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

				assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 2 8	Marjorie	Richardson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

				development
4 1 5 2	Alan	Richardson		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.
4 4 7 3	William	Richardson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being
4 5 9 9	Jacqueline	Richardson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
4 3 0 3	Gillian	Riddell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.
2 1 3 4	R	Riddle		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.
3 0	Lyndsey	Riddlesden		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
				Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
				The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

01			<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
63	Ann	Riding	<p>Opposed to the proposed Travelling Showpeople site as believe they are unsuitable on traffic grounds and too close to the existing communities. Opposed to the proposed Gypsy and Traveller site at Hetton Lyons as the car park is well used by the local community and for events being held in the park. Access to the site is via a busy road and access to this road at the Four Lane Ends is via a mini roundabout off the busy main road. Has no objection to a site being elsewhere in the area, feels there is a lot of land on the outskirts of Hetton that could be used instead of an area committed to leisure and good health promotion</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3033	Ann	Riding	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
1 7 2 7	Chris	Ridley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 9 7	Katrina	Ridley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

				<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
630	Colin	Ridley		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
21	Lesley	Ridley		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,</p>

9 3				<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
6 9 6	David	Ridley		<p>Supports Vaux site. Opposes SSGA site north of Burdon Lane. Supports travelling showpeople sites. Supports 2 proposed gypsy sites at Hendon and Leechmere but opposes site at Hetton Lyons. Specifically opposes Hetton Lyons due to: impact to park use by locals and visitors to regional events; potential damage to industrial estate; impact to local businesses and local residents.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document.</p>
6 3 1	Faye	Ridley		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed</p>

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 2 9	Michelle	Ridley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 5	P	Ridley		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 6 3		Ridley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: increase of traffic volume; Noise, air, light pollution; strain on local services; possibility of flooding/ contamination to Herrington beck; destroying existing views/vistas,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 1 1 8	Gail	Ridley		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4601	Christopher	Ridley		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
651	Chris	Riley		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4155	Terence	Riley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4160	Janice	Riley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4162	Emma	Riley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3973	Brian	Riley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

4 3 7 2	Terry John	Riley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 7 9	Felicity	Ripley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 0 8	Hilary	Riseborough		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

				<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4313	C	Rising		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
539	B	Ritchie		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1685	V	Ritson		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

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1 2 7 8	Philip	Ritzema	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		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					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 0 6	Linda	Ritzema		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 9 4	Robin	Ritzema		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
6 2 2	Linda	Ritzema	<p>Objects to Policy SA3 - sites HRS 1,2 , 3 and 4. Green belt sites should not be developed when brownfield sites are available. Concern over impact on local roads. Existing empty houses should be refurbished or redeveloped. Refurbishment or redevelopment of housing would create jobs. Plenty of service outlets already around Springwell. New houses will do the opposite of enhancing the environment. Developer wishes are being put before those of local community.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council</p>

				has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
6 2 1	Philip	Ritzema	Objects to Policy SA3 - sites HRS 1,2 and 3 (Springwell sites). Don't build on the green belt. Questions the need for more housing. The greenbelt is important to the environment. Springwell is a rural village. Impact on wildlife.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
6	Robin	Ritzema	Objects to Policy CS3 - sites HRS1,2,3 and 4. These are green belt	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and

19				<p>sites and should not be built on when brownfield sites available. Springwell is a village and should remain that way and not become a sprawling town joining to Washington. Agree new jobs should be created, but these should go to local people, so no need to build new houses for them. Concern over hot food takeaway policy that will result in job losses. Not clear how new housing sites could enhance natural and historic environment. Plan suits developer/landowner needs not those of the community. Concern over impact on roads. Concern over access from HRS2 and 3 to Peareth Hall Road.</p>	<p>reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
2195	B	Rivers		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

					Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 8 7 6	Denise	Rivett		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 9 0	Allan	Robe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 8 6	Stephen	Roberts		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 5	Barbara	Roberts		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

3			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 9 6	Angela	Roberts	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

2 6 6 6	Jonathan	Roberts		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 5 9	Christine	Roberts		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 4 2	Karen	Robertson		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

1 5 8 6	Deborah	Robertson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 4 0	Graham	Robertson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
207	Andrew	Robertson	<p>Objects to Policy SA3, Site HRS12, and particularly the impact that development would have on wildlife that uses the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
1087	Claire	Robertson	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

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2 6 8 6	Gina	Robertson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 6 1	Elaine	Robertson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 2 3	C	Robertson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 0 8 4	J T	Robertson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3029	David	Robertson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4097	S	Robertson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2140	Deborah	Robins		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
502	Paul	Robinson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
5 1 4	Jacklyn	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the</p>

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
503	Dianne	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 1 3	Ernest	Robinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 5 2		Robinson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

				Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 7 8	Mark	Robinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 8 8	Lisa	Robinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 1 2	Amy	Robinson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 4 7	Callum	Robinson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 7 4 5	Hannah	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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1 7 4 3	Nicole	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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1 7 9 6	M	Robinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 9 8	K	Robinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2181	P	Robinson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate</p>

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2600	Louise	Robinson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2775	B	Robinson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. 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2 7 3 2	Julie	Robinson	<p>Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of mediaeval land; impact to trees; houses proposed won't benefit Sunderland economy; population is declining- where is need?</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
2 7 2 7	Liam	Robinson	<p>Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of mediaeval land; impact to trees; houses proposed won't benefit Sunderland economy; population is declining- where is need?</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
2 7 2 0	Max	Robinson	<p>Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of mediaeval land; impact to trees; houses proposed won't benefit Sunderland economy; population is declining- where is need?</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
2 7 2 9	Stuart	Robinson	<p>Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of mediaeval land; impact to trees; houses proposed won't benefit Sunderland economy; population is declining- where is need?</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

2 3 8 2	Gary	Robinson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 3 9	G	Robinson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 9 5 2	Ruth	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

				<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1085	Victoria	Robinson	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2971	Will	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2966	John	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 9 6 8	Maureen	Robinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2760	Becky	Robinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3483	Kate	Robinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 6 3	Steven John	Robinson		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 0 5	Paul	Robinson		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 0 4	Leigh	Robinson		<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 5 6	Judith	Robinson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the</p>

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. 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4 3 2 2	Barbara	Robinson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 7 0	D	Robinson	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
8 2 5	Michael	Robson	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
8	Anthony	Robson	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

3 1				The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 6 5	Michelle	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 7	E	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 1 2	K	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 6 4	Dorothy	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 0 5 6	Leslie	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 7 8	Joan	Robson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The</p>

					noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 8 9	Jordan	Robson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 8 6 3	Thomas	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

				<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3	Bill	Robson		<p>Opposed to North Burdon Lane and South Ryhope sites as well as all of the housing release sites. Opposed to building on greenspace when it is not proven necessary. Building in Washington will worsen air quality, congestion and traffic risk. Existing residents will leave</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure.</p>
4 5 5 0	Chloe	Robson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the</p>

					time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
1680	Tom	Robson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3071	Pat	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2860	Patricia	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 7 3	Margaret	Robson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 6 7	J	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerned over not having access to the park from Lyons Lane.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 7 1	Owen	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 6 4	Karen	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 6 6	P	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 6 4	Sarah	Robson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 0 4 7	Lockie	Robson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 4 6	Janice	Robson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 0 5	K	Robson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 6 7	J	Robson-Parmley		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	
4 2 3 6	Tony	Rodda		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 9 5	Alexander	Rodgers		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 9 6	Angela	Rodgers	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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					Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 3 9 4	K	Rodgerson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 6 8	Karen	Rogerson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

			forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 4 4	Lisa	Roley	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 7	Tracey	Rolfe	Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to

				designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.	
1 2 7 5	Sharon	Rose		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 1 9 9	Simon	Rose		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 0 1	Lynsey	Rose-Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 3 9	Graeme	Rossiter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 3 0	Lucy	Rouse		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 3 5	Charlie	Rouse	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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2 1 7 1	M L	Routledge	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 7 5	L	Routledge	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

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4093	Claire	Routledge	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3755	Jennifer	Rowan	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

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2 6 3 6	D	Rowe	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 2 0	Julie	Rowe	Supports SSGA development at Cherry Knowle (though development should not be too close to the dene, and still concern on scale of development and impact on schools and GPs). Objects to SSGA development at Chapelgarth, Burdon Lane and South Ryhope- losing village identities with scale of development; increasing traffic- roads cannot cope; loss of countryside and impact on wildlife and walking routes. Objects to SA3, site HRS11 West Park- questions legality of proposal. Objects to loss of greenspace and loss of key gateway into city. Objects to Leechmere as Gypsy site- impact to adjacent nursing home from proximity of proposal. Objects to Hetton Lyons proposal too.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 8 2 8	Lynda	Rowe	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 4	Lindsey	Rowell		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

9				<p>E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Affordable housing is needed which can be built on brownfield land.</p>	<p>the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 6 0 7	Kathleen	Rowham		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Concerns over highway safety and loss of car parking facilities.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 1 3 2	Olga	Rowlands		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate</p>

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1083	Jade	Rowley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1044	Marie	Rowley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1048	Kris	Rowlie		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

					there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 3 9	Ellen	Rowlinslin		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Would ruin the lively, safe environment of the park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 1 8	Connor	Rowntree		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 7 5 1	Lesley	Roxburgh		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
48	Rebekah	Ruddock	<p>Support for the development of the Former Vaux Site and all of the sites of the South Sunderland Growth Area except the land to the north of Burdon Lane which is opposed. Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers.</p>	<p>The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3601	Anthony	Rumis	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1900	Sherone	Rumney		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2675	Chris	Rushton		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1007	Paul	Rushworth	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
806	David Alan	Russell	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2143	John Edwin	Russell	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

			views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 3 6 9	Karen	Russell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

					Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2520	A	Rutter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2519	T	Rutter		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2107	Carol	Rutter	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2104	Raymond	Rutter	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
377	Ryan	Owens	Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Penshaw is not big enough to accommodate another 400 homes. Impact on GP surgeries and also school places. Would spoil our beautiful scenery.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3598	Ruby	Sahota	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 8 9	S	Sanderson	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 9 1	T G	Sanderson	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 0 0	D	Sanderson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would

					be required for each development.
3 3 6 5	Jamie	Sanderson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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3 3 6 0	P	Sanderson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to</p>

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 4 4	Olga	Sanderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 9 4 5	Gwen	Sanderson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3 4 3 0	Graeme	Sands		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 8 2	Joan	Saville		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for	Leechmere has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

			development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Wildlife sanctuary is located on border of site.	
1 3 1 3	Angela	Savory	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1	Joseph	Savory	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

6 9 7				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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1 7 0 2	Joss	Savory		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 6 9 6	Alfie	Savory	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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1 4 5 4	Tom	Scale		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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3028	Margaret	Scanlin	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3982	Karen	Schakel	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2407	Julie	Schnieder	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

				within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 1 1	Peter	Schorah	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 1 2	P	Scott	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 8 6	John Karl	Scott	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 1 6	Christine	Scott	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 5 8	C M	Scott	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

			and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
7 9 0	Keith	Scott	Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 5 2	Chloe	Scott	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 2 3	Jocelyn	Scott	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 3 3	Judith	Scott	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

2 2 4 0	Murial	Scott		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 8 6 9	A	Scott		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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2868	N	Scott	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are	

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 7 4	Anne	Scott		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 1 6	J	Scott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6	A M	Scott		Objects to Policy SA3 - site HRS 11 (West Park). Family has used the	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site

6 5			site for recreation for a number of years. Council have history of losing actions for short term gain, but long term pain. Would represent the loss of another gem within the city.	is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 2 9	Ann E	Scott	Objects to PolicySA3 - Site HRS11 (West Park). Concerns over traffic impact. Concern over impact on public amenity and air quality. Will destroy the attractiveness of the area. Council should honour the spirit and terms of the land transfer from the Rural District Council. Objects to proposed gypsy and traveller site at Hetton Lyons pond.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 5	Christine	Scott	Opposed to the proposed gypsy and traveller site at Hetton Lyons. Opposed to the loss of the car park and the impact it will have on the people using the park especially the angling club. Believes that it will put added pressure on the Council and people will stop using the country park. Would like to know when the Council purchased the land. Would put added pressure on local schools and GPs.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 1 4	Dionne	Scott	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 4	Graeme	Scott	Opposed to all of the Housing Release Sites Opposed to the proposed sites for Travelling Showpeople and the Gypsy and Travellers site at Hetton Lyons. With regards to Hetton Lyons the consultee is opposed to the site due to the impact it could have on crime in the area and antisocial behaviour and would like to know how the Police have been consulted. Would like to see how the site's suitability has been assessed with respect to Reduction of Crime and Disorder/community cohesion/social inclusion and where horses would be grazed. Does not consider the consultation to be adequate. Believes that the Council has an undertaking to proactively promote quality places that are attractive and sustainable and which contribute to quality of life, community wellbeing and local character and focus on protecting and enhancing the plan areas environmental assets, whilst allowing development in areas where potential environmental harm is minimal or can be adequately mitigated. The development of the Gypsy and Traveller site at Hetton Lyons will have a detrimental impact on the local environment for example the transfer of fuel between containers and generators as well as noise, impact on air quality and may impact on the regeneration of the area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Council has sought to ensure that consultation on the Core Strategy and Development Plan is as open as possible and have gone beyond the legal requirements to ensure that the consultation was fair, transparent, proportional, effective and inclusive. The Consultation was in

					accordance with the legal requirements prescribed by the Town and Country Planning Regulations 2012 and the Council's Statement of Community Involvement.
3 9 6 5	Leslie	Scott		Astonished at West Park site being proposed for housing development. Description of the site fails to understand the status of this space, no recognition of playing field opened by Duke of Edinburgh in 1950s and part of the park is public amenity space given over to grazing in the summer as part of a separate legal agreement in place before the Council inherited it in 1967. Use respected by residents, especially dog walkers. Fundamental weakness of the document if such scenic and important public amenity space that defines the character of the Herrington's features in the first 3% of green belt needed to meet future development. Illogical, unnecessary and needs deleting - would be municipal vandalism.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 1 1	Leslie	Scott		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: housing need projections are estimates- margin of error throws into doubt Green Belt incursion justification; 3% Green Belt incursion yet West Park is part of this; further non-Green Belt sites should be made available instead of Green Belt; loss of greenspace/Parkland; concern about withdrawal of covenant; contrary to retention of quality landscape; loss of key gateway site; impact on local amenity; impact on local traffic; impact to school capacity; merging of Middle and East Herrington; impact on cultural identity of city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
6 0 9	Paul	Scott		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 2	Robert	Scott		Objects to proposed gypsy site at Leechmere. Objects to potential disruption that gypsy families would cause in immediate proximity to businesses on industrial estate. Object to siting of site- too far away from A1 and A19 for gypsy travellers to use, and gypsies would still end up using other locations within the city.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 6 4	T E	Scott		Objects to Policy SA3 - site HRS 11 (West Park). Family has used the site for recreation for a number of years. Council have history of losing actions for short term gain, but long term pain. Would represent the loss of another gem within the city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 0 7	Keith	Scott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

3				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
4310	Graeme A	Scott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4206	Phil	Scott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3953	Katie	Scott		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 8 3	S	Scott	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 9 5	Karl	Scott	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 9	Amy	Scott	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 6 0 3	Brenda	Scott	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7 1	M A	Scott-Gray	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 4 5	Christine	Scouler		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 6 0	I	Scratcher		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

			zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 8 2 4	Scrimger		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 8 4	Hannah	Scullend	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 9	Lisa	Scully	Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that development on this land would lead to extra traffic and put extra pressure on the local schools.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

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4 4 7 1	Owen David	Seafield		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 4 6	Peter	Searle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 7 7	Irene	Searve		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

					have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 2 4	David Alexander	Seed		Objects to proposed housing on West Park. Concerns over loss of green areas. Adverse impact on local communities. Concerns over impact on wildlife and existing trees. Concerns over impact on pollution/noise/volume of traffic. Proposal conflicts with objectives to create thriving centres or protect/enhance the historic environment.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 2 6	Karen	Seed		Objects to proposed housing allocation at West Park. Does not believe building executive housing on this site will meet objective to build affordable homes where people want to live. Already lots of executive houses for sale in the area. Building on Green Belt will make area less attractive to live in. Park is well used. Concerns over impact on wildlife. Disagrees that there is insufficient land to meet housing needs in other areas. Concerns over impact on local road network. Impact on doctors and schools.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
9 5	Rachael	Seed		Opposed to the Housing Release Site at West Park. Believes that development will change the character of the area and increase pressure on local services and increase volume of traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 0 0 4	William	Seers		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 8 3	Gemma	Seery		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 3 4	Iryna	Semianiak		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1470	Betty	Senior		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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1 4 6 5	Ronnie	Senior		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 6 4 9	Kyle	Seville		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 8 7 0	Ella	Sewell		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

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3 8 4 3	Josh	Seymour		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
6 5 6	J A	Shakespeare-Hall		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 7 4	Amanda	Shale	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed</p>

					the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 6 3	Lesley H	Shale	Penshaw Community Association	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 9 8	Richard	Shale		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 3	Richard	Shale		Objects to proposed Housing Release Sites HRS11 and 12. West Park is a park where people can walk and children can play. Residents advised that there would be no new housing around Herrington Country Park. Schools in area already oversubscribed. Objects to all proposed travelling showpeople and gypsy and traveller sites. Concerned over who would police the sites.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 2 6 6	Norma	Shanks		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 6 4	Janet Elizabeth	Sharp		Object to Policy SA3, site HRS11. Object to loss of greenspace and site for children to play, given to people of Herrington to use for greenspace purposes. The remaining play area can only be accessed by crossing a busy road. Loss of greenspace in an area where greenspace access is already limited, and this provides relief to already built-up area, and relief from A19 and Durham Road, and reduces fumes. East Herrington Primary School will have to be enlarged. More homes in area will increase traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 3 5	Janet Elizabeth	Sharp		Objects to Policy SA3 - HRS11 (West Park). The park is used for recreation. The park gives a good first impression of the city. The A19 and A690 are busy roads generating a lot of pollution; the park acts as a breathing lung for the area. The park was gifted to the Council as a green space for people to enjoy. The proposal would create a continuous built up area from Middle Herrington to Doxford Park. Impact on local primary school. The park is a safe place for children to play.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 4 5	Janet Elizabeth	Sharp		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of greenspace/recreation area; greenspace loss will stop pollution absorption; increased traffic and pollution; loss of accessible part of Green Belt; loss of grazing; loss of ancient ridge and furrow; impact on primary school; impact to village character; important thoroughfare from bus stops on A690.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 6 5	Peter	Sharp		Object to Policy SA3, site HRS11. Questions the legality of SCC altering the lease at West Park. Loss of greenspace for people to use and play. Loss of ancient farming land. Wildlife will be negatively affected. Increased traffic to area from additional housing. Local school cannot absorb all local children. Area will become too build-up. Land to the north is prone to flooding. Environment negatively affected by building on greenspaces and increasing traffic. Build on brownfield land first. City Centre needs improving.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 3 4	Peter	Sharp		Objects to Policy SA3 - HRS11 (West Park). The park is used for recreation. The park gives a good first impression of the city. The A19 and A690 are busy roads generating a lot of pollution; the park acts as a breathing lung for the area. The park was gifted to the Council as a green space for people to enjoy. The proposal would create a continuous built up area from Middle Herrington to Doxford Park. Impact on local primary school. The park is a safe place for children to play.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1	Peter	Sharp		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of greenspace/recreation area;	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be

30				greenspace loss will stop pollution absorption; increased traffic and pollution; loss of accessible part of Green Belt; loss of grazing; loss of ancient ridge and furrow; impact on primary school; impact to village character; important thoroughfare from bus stops on A690.	at odds with the recommendations set out in the Greenspace Report.
3552	Judith	Sharp		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3550	Rebecca	Sharp		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

				<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
910	Michelle	Shaw		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3903	Stephen	Shaw		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2290	J	Sheldrake		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

			Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Object to building on greenbelt. People need land for recreation.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 4 8	Linda	Shepard	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 9 1 6	Andrew	Shepherd	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 1 3	John	Shepherd		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7 7 4	Kevin	Sheppard		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

				Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
850	Gareth	Sheraton		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1084	Marc	Sheriff		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1155	David	Sheriff		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1164	Barbara	Sheriff		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2440	A	Sherriff		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
40	D K	Sherwood-Smith		Object to Policy SA3, site HRS11 (West Park). Specifically objects to loss of parkland; kick about area; site used by wildlife; attractive	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be

8				gateway entrance to city; historic loss (ridge and furrow).	at odds with the recommendations set out in the Greenspace Report.
4 4 3	M	Sherwood-Smith		Objects to Policy SA3 - HRS11 (West Park). The park is used for recreational use. The land is archaeological significance with medieval ridge and furrow. Site contains protected species and birds. The site provides an attractive approach to the city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 3 8 9	Gavin	Shipley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 7 0	Alex	Short		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

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1 6 7 1	Rebecca	Short	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 7 6	J	Short		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Green Belt land should only be considered as a last resort.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 2	Susan	Short		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,</p>

7 1				E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 9 4	Joyce	Short		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 8 8	Susan	Short		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 9 3	William	Short		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 6 5 8	Peter	Shotton		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 6 5 9	Laraine	Shotton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 8	M	Sidaway		Supports the development of the former Vaux site however believes that north Hendon would also be a suitable area for similar type of development. Opposes the Housing Release Sites at George Washington Pitch and Putt, James Steel Park, Southern Area Playing Fields and West Park. Understands that there is a housing need, but does not consider infill housing to be the right approach, especially when it results in the loss of recreational land.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 5 3 9	Ellen	Siddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 4 9	Lucy	Siddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 3 6	Keith	Siddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
4 4 2 0	Les	Siddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 0 1	A	Sikora		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 5 8	Eileen	Sills		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 1 6	Ian	Silvester		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 6 3	Ian	Sime		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 7 2	Catherine	Simpson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 7 4	James	Simpson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1	George	Simpson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

5 1 2				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 5 1 6	Ronnie	Simpson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1992	June	Simpson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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1 5 1 9	Debbie	Simpson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 3 1	Pat	Simpson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 8 6 5	Lauren	Simpson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 5 1 4	Evelyn	Simpson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

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3 6 0 5	Dave	Simpson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3600	George	Simpson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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4436	Ian	Simpson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	
4 4 6 8	Marie	Simpson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 8 5	Paul	Sinclair		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 3 2	James	Sinclair		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 4 0	Laxy	Sing		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 0 1	Catherine	Sjorup		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 0 2	John	Sjorup		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 4 3 4	Stephen	Skeoch		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 2 7	Janet	Skeoch	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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1 7 9 4	Greg	Skeoch	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 6 2	Richard	Skinner	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 6 1	Laura	Skitt	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

					development
6 2 0	William	Slassor		Objects to Policy SA3 - sites HRS 12 and 15 (Land adjacent to Herrington Country Park and Philadelphia). Against executive housing at Philadelphia, more social housing and affordable housing is needed. There is plenty of land at Pennywell to build on. Need more high skill, high wage jobs. Shiney Row only has takeaways. Deplore the loss of any Green Belt. The new housing developments will put additional pressure on schools and doctors.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A number of studies have been carried out including a Phase 1 Habitat Survey, Archaeology Study and Heritage Statement, Transport Assessment and Noise survey relating to this site and also the wider redevelopment of the Philadelphia Complex, and it is anticipated that the issues raised can be mitigated against. In particular sensitive design is needed to minimise impact to neighbouring properties and to blend with the remainder of the Philadelphia Complex development, including the Listed buildings.
5 0 4	Ann	Slater		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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505	Andrew	Slater	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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8 8 6	Ken	Slater		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 1 2	Sandra	Slee		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 8 5	Alan	Sleema		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 5 0	Anita	Sleeman	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 1 3	Margaret	Sleeman	Objects to Policy SA3, site HRS12 (Penshaw).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 8	Peter	Sleeman	Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Proposal will damage the local environment. Loss of natural	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

2				buffer to the country park. Adverse impact on Penshaw Monument. Concerns over impact on wildlife. Strain on resources including local schools and road network. Increased pollution from traffic. Numerous brownfield sites that should be developed first.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 9 1 1	Rebecca	Sliwam		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 4 8	Terri	Sloane		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 5 7 3	M	Sloanes	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 7 7	Jordan	Sloanes	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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1570	K	Sloanes	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 9 3	Victoria	Sloanes	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site</p>

				frameworks.	
3 8 9	Leigh	Sloanes		Objects to Policy SA3, site HRS11 (West Park). Specifically object to loss of area setting; impact on wildlife; mature trees; impact on key city gateway; increase in traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 2 9	Leigh	Sloanes		Objects to proposed housing on West Park. The park is a jewel in the crown and creates a good impression as a gateway to the city. Park is cherished by local community, allows nature to flourish and has mature trees. The city centre is rundown and should be regenerated. Questions the need for executive houses, as many are for sale. Impact on traffic and congestion. There are many other areas to develop or regenerate before considering development on West Park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 4	Leigh	Sloanes		Opposed to the proposed Housing Release Site at West Park on the grounds that it would mean the loss of a valued piece of open space, it has great ecological and historical value, a gateway into the City, the City Centre is in need of regeneration, the additional air pollution caused by increase in traffic and the additional pressure that would be put onto existing roads and schools. Believes that there is sufficient executive housing and brown field sites in the area. Any jobs created would be short term.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 5 1 0	Kenneth	Slowther		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1505	Joan	Slowther	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
776	Kevin	Slowther	Objects to Policy SA3 site HRS7 (Southern Area PF), specifically to the loss of playing fields and that there are other brownfield sites in Washington that could be developed instead.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites.

					<p>Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.</p>
1 4 8 6	Stuart	Small		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 8 5	T	Small	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 8 7	D	Small	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The

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3 9 9 2	Lisa	Smart		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 4 5	Thomas	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 5 7	Malcolm	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

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5 5 8	Carolyn	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
7 2 4	Janet	Smith		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
7 5 3	S	Smith	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

8 9 3	Karen	Smith		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 8 6	Jordan	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 3 8 5	Kelly	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 7 1	Rachel	Smith	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 6 3	Michelle	Smith		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 9	Joan	Smith		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the</p>

05				<p>evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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2904	John	Smith		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 9 3 4	Charlotte	Smith	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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2 6 6 3	Barbara	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 9 6	G	Smith		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 0 0	Lisa	Smith		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2790	Kevin	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2983	Adam	Smith		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 1 4	Andrew	Smith		Objects to Leechmere gypsy site (Policy H6), but supports both travelling showpeople sites (also Policy H6). Concern that Leechmere site is located within a Key Employment Area, creating traffic in an already busy industrial site. This would not be a safe place for children to live, particularly due to vehicle movements. Concerns about placing of site next to vulnerable people in sheltered accommodation which would increase anxiety and stress levels of vulnerable persons. Concern that Gypsy proposal conflicts with Core Strategy EP3 (Key Employment Areas) and how this proposal could give rise to significant regeneration benefits. Also object to the potential costs that would be borne from adapting this site for such use.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 3	Douglas	Smith		Opposed to Housing Release Site at West Park. Questions the ownership of the park and believes it should remain as open space. Development would put extra pressure on existing services and infrastructure, spoil the character of the area.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 9 0	Douglas W	Smith		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to the proposed withdrawal of covenant; loss of greenspace/parkland; increase in traffic.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 0 6 5	Eileen	Smith		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.

6 2 4	Geoff	Smith		<p>Supports Policy SA3 - site HRS12 (Land adjacent to Herrington Country Park). Pleas no access onto Chester Road. Road extension to Chiselhurst Road is essential as part of any scheme, although not clear where this would link with. Understand need for new housing and this would be a good site, with road improvements. Concern regarding impact on schools and health centres.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
4 5 5 3	Joyce	Smith		<p>Oppose HRS11 land at West Park, Middle Herrington, as a housing site. unnecessary loss of land that is Green Belt/park/nature conservation/wildlife interest - only allocate if absolutely necessary to make up for clear shortfall in housing land. But Brexit will lower the demand due to economic and migration factors, so shouldn't put Green belt at risk in this uncertainty. UK housing market is slowing down already. alternative sites - SHLAA identifies 186 sites including West Park site 676 'not currently developable', but now being proposed as developable. But not change in status of 124 of those 186 sites that are not greenfield. Ample brownfield locations exist elsewhere in Sunderland and more effort must be made to bring those forward despite constraints before destroying precious Green Belt/park/nature conservation/wildlife interest land. amenity green space - southern part recognised as valuable in Greenspace Audit so should be retained. health and wellbeing - southern part is a popular leisure space for the community. Nearest other sites are 3km away. What improvements will adequately compensate for loss of West Park? non-designated heritage asset - northern part contains medieval ridge and furrow, historic surrounding wall and mature wooded parkland, sufficient integrity and context for special heritage value - only intact historic parkland feature in Sunderland. UK Government guidance - housing and economic land availability assessments should take account of constraints such as Green Belt, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need - this Green Belt should reasonably be preserved in view of uncertainty about housing need. NPPF considerations - need alone is not only factor (para.14, 79, 110-112, 126). In view of its heritage value and context, West Park is an 'irreplaceable resource' and should be considered a 'non-designated heritage asset' and protected by NPPF section 12. Habitat Regulations - doubt about possible impact on a protected area adds to weight against West Park site. Sunderland CC WHO Healthy City designation - protection of West Park supports connectedness with the past, cultural and biological heritage. Local and Regional significance - West Park is a prominent and attractive feature at main gateway into the city, first impressions of the area would be significantly diminished. Contradiction with success of Herrington Country Park - impossible to restore the historic/cultural/heritage/environmental/wildlife substance of the</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

				Park, so cannot be justified to lose it. Overall negative impact far exceeding positive benefits of delivering housing. Many other sites available now and will be in future with little/no environmental/historic/leisure value. Present assessments are deficient as don't take account of Brexit uncertainty.	
186	Joyce	Smith		Opposed to the proposed Housing Release Site at West Park. Believes that the proposed development would spoil the entrance into the City.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
10	Michael	Smith		Opposed to the development of the former Vaux Site unless it can be proved that all of the office space will be occupied. Opposed to the Housing Release Site adjacent to Herrington Country Park	The Vaux is allocated in the Publication draft for office and residential development. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
685	Robert	Smith		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Health and safety concerns. Impact on adjacent care home. Potential increase in crime. Objects to Policy SA3 - HRS11 (West Park). It will destroy one of the only two green fields left.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4605	W C	Smith		Oppose HRS11 land at West Park, Middle Herrington, as a housing site. unnecessary loss of land that is Green Belt/park/nature conservation/wildlife interest - only allocate if absolutely necessary to make up for clear shortfall in housing land. But Brexit will lower the demand due to economic and migration factors, so shouldn't put Green belt at risk in this uncertainty. UK housing market is slowing down already. alternative sites - SHLAA identifies 186 sites including West Park site 676 'not currently developable', but now being proposed as developable. But not change in status of 124 of those 186 sites that are not greenfield. Ample brownfield locations exist elsewhere in Sunderland and more effort must be made to bring those forward despite constraints before destroying precious Green Belt/park/nature conservation/wildlife interest land. amenity green space - southern part recognised as valuable in Greenspace Audit so should be retained. health and wellbeing - southern part is a popular leisure space for the community. Nearest other sites are 3km away. What improvements will adequately compensate for loss of West Park? non-designated heritage asset - northern part contains medieval ridge and furrow, historic surrounding wall and mature wooded parkland, sufficient integrity and context for special heritage value - only intact historic parkland feature in Sunderland. UK Government guidance - housing and economic land availability assessments should take account of constraints such as Green Belt, which indicate that development should be restricted and which may restrain the ability of an authority to meet its need - this Green Belt should reasonably be preserved in view of uncertainty about	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			housing need. NPPF considerations - need alone is not only factor (para.14, 79, 110-112, 126). In view of its heritage value and context, West Park is an 'irreplaceable resource' and should be considered a 'non-designated heritage asset' and protected by NPPF section 12. Habitat Regulations - doubt about possible impact on a protected area adds to weight against West Park site. Sunderland CC WHO Healthy City designation - protection of West Park supports connectedness with the past, cultural and biological heritage. Local and Regional significance - West Park is a prominent and attractive feature at main gateway into the city, first impressions of the area would be significantly diminished. Contradiction with success of Herrington Country Park - impossible to restore the historic/cultural/heritage/environmental/wildlife substance of the Park, so cannot be justified to lose it. Overall negative impact far exceeding positive benefits of delivering housing. Many other sites available now and will be in future with little/no environmental/historic/leisure value. Present assessments are deficient as don't take account of Brexit uncertainty.	
4606	W C	Smith	Opposed to the proposed Housing Release Site at West Park. Believes that the proposed development would spoil the entrance into the City.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3527	Gary	Smith	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3160	David	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3641	Georgina	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3427	Ruth	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3685	Margaret	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3681	Pheona	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3671	Paul	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3907	Andrea	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
391	Neil	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

9				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
3 7 8 7	Phyllis	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 1 0	P&J	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 0 4	Anya	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 8 8	M	Smith		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 7 2	Lisa	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 3 3	Barry	Smith		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 9 4	Jacob	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 3 2	Eileen	Smith		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 1 1	Laura	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 6 4	Jim	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 6 3	Bryan	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 1 4	J	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 4 3 1	Linda	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 6 7	J.C.	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 6 0	Kate	Smith		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 1 9	Julie	Smurthwaite		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 6 0	Jack	Snaith		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 3 4	Amanda	Snee		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 8 7	Adele	Snell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 3 9		Snow		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. It is not suitable as it is next to private housing and an old peoples home. Concerns over littering and potential increase in crime.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 2		Snow		Objects to proposed gypsy site at Leechmere Industrial Estate. Specific concern regarding impact to local businesses, old persons home and private housing. Concern about disruption this could cause to local area and clean-up costs borne by Council.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4	Dianne	Snowdon		Supports Vaux Allocation. Supports Housing Release site allocations and Safeguarded Land allocation. Supports proposed Travelling Showpeople site allocations. Objects to proposed Gypsy and Traveller sites at Hendon and Leechmere. Supports proposed Gypsy and Traveller site allocation at Hetton.	Support acknowledged. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

6 5	John	Snowdon		Opposed to the proposed Travelling Showpeople sites and the proposed Gypsy and Travellers site at Hetton Lyons.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 9 4	Kim	Snowdon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 0 0	Lisa	Snowdon		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 3 3	M E	Soakell		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 0 2	Ashley	Soloman		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 3 0 3	Tiffany	Souler		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 9 6	Ian	Soulsby	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. People would be deterred from using the park and it would have an impact on the ecological value of the area. More suitable brownfield sites that should be used instead.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 5 4 8	Jon	Soulsby	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1601	Gloria	Southern	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

					undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 2 9	H	Southern		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 2 2	Margaret	Sparks		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 8	Anne	Sparrow		Opposed to both of the proposed Travelling Showpeople sites and the Gypsy and Traveller site at Hetton Lyons. Believes that the people of Hetton were gifted the land for leisure and recreation and that local people will no longer use the site if the car park is used.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 5 4	Joanna & Richard	Speed		Object to proposed gypsy/traveller stop-over pitches at Hetton Lyons Ponds car park, and further travellers plots in Pearson's Industrial Estate. As landowner next to this proposed site I note no additional requirements have been made to accommodate the travellers livestock (horses), which will require grazing. Nearest area is our land currently grazed by own livestock. Risk of fly-grazing is increasing issue due to transient nature of travellers, limited recourse for landowners. Fly-tipping and clean-up is costly and inconvenient disruption on privately owned land. How will these issues be addressed if the site is to be used for gypsy/travellers, with assurances for landowner that the local authority will resolve them? Proposal would remove potential space for new businesses and job creation. Council should bring economic prosperity and regeneration opportunities. Removing car park from public use would reduce ease of access by car to Hetton Park, which makes significant contribution to health and wellbeing of the community. North East has higher obesity rates, retaining full access to this asset facilitates outdoor pursuits. Increased temporary residents is inimical to Hetton's stable semi-rural community. Proposals would be detrimental to Hetton. Given controversial nature of such proposals the Council should have been more proactive consulting directly with those most affected.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 5 5	John	Speed		Object to proposed stop-over pitches next to Hetton Lyons Park, and further travellers plots in Pearson's Industrial Estate. Give consideration to relationship of sites to the surrounding community, link in with broader strategies for improving community cohesion. Removing this parking facility at Hetton Park would negatively impact on park usage and the benefits it provides. Concerned fly tipping is increasing and costs for landowner - the land we farm is adjacent to the proposed site. Noise and disturbance not taken into consideration in proposing this land - vehicles entering/leaving at all hours in a settled residential area. Proposals run counter to Council's strategies for economic prosperity and job creation, health and well-being, so detrimental to Hetton and its community. Council should have been more proactive consulting directly with those most affected given the controversial nature.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 0	Pam	Spence		Objects to the proposed site allocation for Vaux. Objects to site allocation HRS12. The site is used for keeping horses. It should be kept as Green Belt and not used for more unaffordable housing, especially when Gentoo have demolished houses and these have not been replaced.	The Vaux is allocated in the Publication draft for office and residential development. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more

					of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites.
3 8 9 1	D	Spence		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 2 6	M	Spence		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 9 2	Emma	Spensley		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 0 8 9	Lauren	Spooner		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 5 6	Deborah	Spoor		Object to proposed housing development on West Park, Middle Herrington. Natural beauty in a semi-rural ambience. Historical, ecological and archaeological value. The Park is the identity of Herrington, its nucleus. Area will lose its identity and attractiveness if the park is removed. Road infrastructure will have to change to accommodate increased traffic. Medieval field. Farrington Avenue did not receive consultation documents. Re. Strategic Challenges 6. building executive housing on city's peripheral routes will attract commuters, not to the city centre. Primary school already stretched. 7. park is a cultural asset, medieval and of historic and archaeological interest, accessible open space used by many for dog walking and sports. Opportunity to preserve heritage. 11. new government population projection statistics, so proposals should be halted until new statistics known. 13. green belt sites identified for	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			housing are all on the periphery so unlikely to attract people to the centre. Make the centre a more attractive place to go to attract people. 16. parkland is not mentioned. The Park is natural, untouched and historic; evidence of medieval ridge and furrow farming, mature trees, bats, tawny owls and grey squirrels. 18. green spaces like the Park have a positive impact on mental and physical wellbeing. 19. Park is a flood risk area, drainage issues in neighbouring housing developments. 20. Park should be protected as historic environment, medieval farming preserved by grazing cattle, only one in Sunderland. 21. an open space used for recreation and gateway to Sunderland. The Park was left to the people of Herrington in perpetuity for recreation. Green Belt status is meant to protect our land - brownfield sites exist. An act of vandalism.	
4 5 5 7	Jordan	Sraggon	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Many others areas for development, no need to disturb wildlife.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
3 1 4 6	Dylan	Stafford	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 6 5	Margaret	Stafford	Rickleton Residents Association	Objects to Policy SA3, sites HRS7 (Southern Area PF), HRS11 (West Park) and HRS12 (Penshaw). Specifically concerned that Councils of Sunderland, Durham and Gateshead all plan development in Rickleton area- need to know results of shared forum. Also concerned about impact of traffic on local roads; lack of public transport access; impact on local school capacity; impact on GP services/NHS; confirmation that all brownfield land is being developed and proof that greenfield land is needed; loss of sports fields affects active lifestyles/obesity levels; that Sport England would object due to loss of facilities.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 6 4	Margaret	Stafford	Rickleton Residents Association	Objects to Policy SA3, sites HRS7 (Southern Area PF), HRS11 (West Park) and HRS12 (Penshaw). Specifically concerned that Councils of Sunderland, Durham and Gateshead all plan development in Rickleton area. Also concerned about impact of traffic on local roads; lack of public transport access; impact on local school capacity; impact on GP services/NHS; confirmation that all brownfield land is being developed and proof that greenfield land is needed; loss of sports fields affects active lifestyles/obesity levels; that Sport England would object.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 2 1 8	Susan	Stafford		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 2 6 1	Susan	Stafford		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 5 1 3	Ian	Stafford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 1 0	June	Stafford	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 2 4	Margaret	Stafford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. 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3 9	Susan	Stafford		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

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The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
5 2	E	Staite		<p>Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers With regards to the Leechmere site it is believed that there will be no benefit to the area, it will cause disruption, be a blight in the area and have the potential to damage local businesses. Only provide for a transient population who do not contribute to local services.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.</p>
3 0 3 5	Judi	Stammers		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

1 8 9 6	Graeme	Stammers		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 2 3 5	David	Stamp		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
9 4 4	D	Stamper		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

8 6 1	E M	Stanbridge		<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 8 4 9	Ross	Stanbury		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 8 0	Victoria	Stansby		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

					the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 3 3	Sarah	Staward		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.</p>

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 3 7	Colleen	Stead		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 2 9	Paul	Steadman		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 8 8	Amanda	Steadman		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 7	Susan	Steanson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 8	Danny	Steanson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

					<p>following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1759	Jayne	Steanson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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3 5 9 6	Mark	Steanson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 9 5	Anna	Steanson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. 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The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3048	Stephen	Steel	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4038	Ada	Steinburg	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
284	Elisabeth	Stelling	<p>Supports the development of the South Sunderland Growth Area and all of the proposed Travelling Showpeople and Gypsy and Travellers sites. Opposed to all of the proposed Housing Release Sites. With regards to the land adjacent to Herrington Country Park believes that the Park should be made more of an attraction with more events etc rather than build houses next to it and that there</p>	<p>Support acknowledged. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has</p>

				are other areas in the City that can be built on.	identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 1 8 4	Paul	Stephens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 8 6	Lisa	Stephens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 5	Louise	Stephenson		Objects to proposed gypsy and traveller site at Hetton Lyons Pond. It is an important facility which hosts national events and links to councils aims to conserve, enhance and protect environment. Would adversely impact on accessibility of the country park. Hosts major sporting events which add to economic prosperity. The car park provides disabled access to the fishing lake.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 4	T	Stephenson		Objects to proposed gypsy and traveller site at Hetton Lyons Pond. It is an important facility which hosts national events and links to councils aims to conserve, enhance and protect environment. Would adversely impact on accessibility of the country park. Hosts major sporting events which add to economic prosperity. The car park provides disabled access to the fishing lake, changing it could contravene the Disability Act. Concern over pollution to the 3 lakes.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 6 2	T	Stephenson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. May cause waste going into stream and be detrimental to water/wildlife in lakes. Put people off going into park with children.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 4 9 6	Marc	Stephenson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
15000	Laura	Stephenson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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2 2 3 1	Kay	Stephenson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
2 0 0 3	Carole	Stephenson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons	

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 6 6	Deborah	Stephenson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

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3 3 8 0	Daniel	Stephenson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 8	N	Stephenson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

0				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
9 2 7	J	Stevens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 2 7	Norah	Stevens		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 6 5	Andrew James	Stevens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

2				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Council has adopted a tolerance policy.
3 2 7 2	G	Stevens		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 4 9	James Henry	Stevens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 4 7	Alison	Stevens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 8 6	Ashleigh	Stevens		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 6 8	M	Stevenson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

3 1 8 6	Shaun	Stevenson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 7 9 8	Susan	Steward		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 9 7	Russell	Steward	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are	

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 2 9 8	J R	Stewart		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 6 0 4	L	Stewart		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3	Josephine	Stewart		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

4 3 6				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 5 7	Ian	Stimpson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 6 1	Andrew	Stobbs	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
4 0 7 5	Ella	Stoddart		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 3	Keith	Stoker		Objects to proposed gypsy and traveller site at Hetton Lyons pond. It is an important facility which hosts national events and links to councils aims to conserve, enhance and protect environment. Would adversely impact on accessibility of the country park. Hosts major sporting events which add to economic prosperity.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 0		Stoker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 6 1	John	Stoker		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 6	Keith	Stoker		Opposed to South Sunderland Growth Area sites at South Ryhope and Land North of Burdon Lane however supports the development of Cherry Knowle. Opposed to all of the proposed Gypsy and Traveller Sites	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4 1 1 4	Ellis	Stokes		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 2 0	J	Stokes		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 2 4	William	Stokoe		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 5 4	C	Stokoe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 5 3	C	STOKOE	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 5 5	Andrew	Stone	Supports all proposed sites except the proposed Travelling Showpeople site at Station Road North and Market Place. Believes that it is not a suitable site as access is poor.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3	Andrew	Stone	Objects to proposed travelling showpeople site(s) at Market Place	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and

3 4 8				Industrial Estate. Concerned about impact on traffic, congestion and inappropriate access.	the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 0 4	J	Stores		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 0 0	Jake	Stores		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 8 8	Demi Lee	Stores		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 2 2	Jill	Storey		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 2 9 1	Joanne	Storey		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 7 8	Jean	Storey	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Area of natural beauty for walkers.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 0 3	Carol Ann	Straughan		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 0 4	Alan	Straughan		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

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3 1 2 6	Joan	Straughan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 1 1 9	Colin	Straughan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 7 5	M A	Street		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 5 6 1	Anthony	Stringer		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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7 2 0	Anthony	Stringer		Supports the development of the Former Vaux Site. Opposed to the proposed Housing Release Sites at West Park and on land Adjacent to Herrington Country Park. With regards to the land adjacent to Herrington Country Park it is believed that the local infrastructure cannot support the proposal. The site has ecological value that should be protected and questions the population figures which the housing projections are based on. Green Belt should be protected and views will be destroyed. The land should be included within Herrington Country Park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 5	Christine	Stronach		Opposed to the Housing Release Site adjacent to Herrington Country Park. Believes that Chester Road is already grossly overused , there is a shortage of schools in the area, previous development has already put a strain on existing resources and eroding the rural setting of the village. Believes that brownfield land should be developed before Green Belt sites.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
6 3 8	Joanne	Stronach		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

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1 1 5	Paul John	Stronach		Objects to proposed Housing Release Site on land adjacent to Herrington Country Park. Objects to development on area of outstanding natural beauty and greenbelt when there are a large number of brownfield sites available. Concerns over impact on local infrastructure (schools, roads, medical facilities). Predicted population growth is questionable. Also objects to proposed gypsy and traveller site at Hetton Lyons Ponds.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 1 3	Stephen	Stronach		Objects to Policy SA3, site HRS12 (Penshaw). Specifically objects to loss of Green Belt and agricultural land; impact to local landscape; increased traffic on Chester Rd; impact to schools; impact to GP Surgeries; impact to air quality. Concern that brownfield sites are not being fully considered (Pennywell and Klondike Garden Centre at Burnmoor).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 3 8	N	Strong		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	Leechmere has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 8 0	J	Strong		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 8 2 6	David	Stroud	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 4	David	Stubbs	<p>Supports Vaux site, opposes all SSGA sites, opposes all HRS sites and Safeguarded Site, opposes all travelling showpeople and gypsy sites. Specific comments on HRS11 West Park relate to withdrawal of covenant, traffic impact and congestion and school capacity.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The NPPF requires that when a Local Plan revises Green Belt boundaries consideration should be given that the boundary will not need to be altered at the end of the plan</p>

				period. Where necessary, plans should also identify ‘safeguarded land’ in order to meet longer-term development needs stretching well beyond the plan period. The Publication draft identifies land East of Washington and South East Springwell as ‘safeguarded land’. This approach is justified in the council’s evidence base. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
4 5 1 6	David	Stubbs	Object to building executive houses on West Park in East/Middle Herrington. traffic around Board Inn roundabout already horrendous - more houses will exacerbate the problem. Land is used as a park, bequeathed to the people of Herrington in perpetuity - covenant on this land. East Herrington school is full - demand for schools places for more houses cannot be satisfied. Plans should have been delivered to residents well in advance.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 0 9	Marc	Stubbs	Supports Vaux site. Supports SSGA site at Chapelgarth, Cherry Knowle and South Ryhope. Supports Green Belt HRS sites 4,5,6,7,10,13,14 and 15. Objects to HRS7, 9, 11, 12 and Safeguarded Land. Supports proposed gypsy site at Hendon, but opposes site at Hetton Lyons. Specific objections relate to HRS11 - loss of key gateway site and greenspace; HRS12 impact on landscape, setting of Monument and Country Park; traffic impact; school capacity; wildlife impact; brownfield sites should be developed first and avoid greenspace development.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council’s Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 1 7	Margaret	Stubbs	Object to plans to build executive houses on West Park in East/Middle Herrington. land is used as a park, bequeathed to the people of Herrington in perpetuity. Covenant on the land. traffic around the Board Inn roundabout is ridiculous at peak times - building more houses will make the problem worse. East Herrington School is full - more demand for school places cannot be satisfied.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4	Rita	Stubbs	Objects to proposed gypsy and traveller site at Hendon. Hendon	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further

008			ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4007	Thomas	Stubbs	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2054	John	Studholme	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2072	Pat	Studholme	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2241	Susan	Suddick	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

			<p>Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
4 4 9	Judy	Sunley	<p>Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 3 8 1	David	Sunley	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

				<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
5 1 9	L	Surtees	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
2 8 8 2	Deborah	Swaddle	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

				<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1016	F	Swan		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
110	Angela	Swan		<p>Supports proposed Vaux allocation and development of Cherry Knowle site. Objects to proposed housing at Chapelgarth, North of Burdon Land and South Ryhope. Also objects to proposed Housing Release Site at Southern Playing Fields, Rickelton. Objects to all of the proposed travelling showpeople and gypsy and traveller site allocations. Concerns over potential increase in crime rates and house values.</p>	<p>In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and</p>

					defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 4 3	Fiona	Swan		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 8 3	Anne	Swann		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 8 2	Ian	Swann		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Car park is well used and provides disabled access to the fishing lake. Concern over impact on footpath/bridleway.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 1 7	S	Swann		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 1 1	Michelle	Sweeney		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 5 3	P	Sweeney	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

				cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
148	Malcolm G	Swinburne		Opposed to the Housing Release Site at West Park. Believes that the site should remain a park as it is well used by local residents, it is a habitat for local wildlife, it has historical value, would increase traffic volumes in the area, has poor access, would change the character of the area, noise and air pollution would increase and put increasing pressure on local services. Questions the ownership of the site.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
140	Susan	Swinburne		Objects to proposed housing allocation at West Park. The site is used as a park. The park is well used for recreational use. The land was bequeathed to residents as parkland in perpetuity and has a covenant which states the land should not be built on. The site is a haven for wildlife and contains mature trees. There is evidence of medieval ridge and furrow farming within the park. Concerns about impact on local traffic and increased congestion. Increased noise and pollution. Site acts as an attractive gateway to the city. Concerns over local school capacity.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2257	Colin	Swinhoe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the

					Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 5 9	Margaret	Swinhoe		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 1 0	Susan	Swinney		Objects to Policy SA3, site HRS11 (West Park). Specifically opposed to: impact on natural environment, local area character; local heritage; increased traffic, increased noise and air pollution, impact on mature trees, impact on grazing cattle. Object to fact that Council promotes site as a local park, and is used by people of all ages. Brownfield site use should be maximised. Consider development in areas outside the A19 corridor route.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 0 3 3	Richard	Tait		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and wellbeing.	
4 2 7 3	M	Tait		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 2	Julie	Tait		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 5	G	Tait		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 9 6	Gill	Talbot		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 1 5 9	Russell	Tapping		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 7 5	Patricia	Tapping		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 2	Daran	Tate		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

4				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing. Specifically concerned that site would affect personal access into site.	Council has adopted a tolerance policy.
1 1 2 8	R	Tate		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 2 6	David	Tate	Sunderland City Council	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 6 3	Lisa	Tate		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Object to greenfield land being used for housing when there is brownfield land available.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 0 4 2	C	Tate		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 9 4	AM	Tate		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				sense of fear and trepidation for residents.	
7 4 5	L	Taylor		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Will lose wildlife, cause traffic congestion, dark sky area we won't see the stars.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
9 2 2	Robert	Taylor		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 1 3	Evan	Taylor		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 8 1 7	G	Taylor		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1964	Barry	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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1818	B	Taylor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 5 3 5	Luke	Taylor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 6 0 2	Jean	Taylor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

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2 5 4 8	Linsey	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

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2 7 7 6	Elizabeth	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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2 5 5 9	Charles	Taylor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 1 5	Sarah	Taylor		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Should be protecting wildlife in the area.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
4 5 0 7	Tony	Taylor		Opposed to the proposed Housing Release Site at James Steele park on the grounds that there may be a legal covenant restricting development of the site, noise from the adjacent road, no affordable units are proposed and that it could lead to the redevelopment of the neighbouring community centre and play area. Opposed to the proposed Housing Release site at Glebe House Farm due to the neighbouring uses and the potential conflict this may cause. Opposed to the proposed Housing Release Site at Southern Area Playing Fields due to the absence of affordable housing on the site.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are

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3 2 5 1	Valerie	Taylor	<p>Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.</p>	<p>This site has been discounted following the Green Belt Review.</p>
3 5 7 5	Julie	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

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3 5 7 3	Stuart	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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3 7 6 0	Jason	Taylor		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 3 9	Gordon	Taylor	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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3 8 7 0	Karley	Taylor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4305	Joan	Taylor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3938	Lynn	Taylor		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 9 5 0	Bryony	Taylor	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 1 5	J	Taylor	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3	Sandra	Taylor	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the

6 5				Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 4 8	E	Taylor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 3 4	I	Taylor		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and wellbeing.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 6 0 7	Janet	Taylor		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3 3 6 2	O	Tealsdale		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 9 0	Rebecca	Teasdale		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	
3 5 6 9	JEAN	TEASDALE		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 7	Claire	Telfer		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Site would have a detrimental impact on adjacent businesses and is not suitable for housing. Would discourage new businesses and encourage existing businesses to relocate. Impact of noise from businesses on residential use. Industrial Estate would not be safe environment for residential use. Caravans in the industrial estate could impact access for businesses.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 7	Angela	Templeman	Springwell Village Residents Association	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

1				<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 7 2	Steve C	Templeman		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 7 4	Steve C	Templeman	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations</p>

					of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 7 7	C	Templeman		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 0 1 9	Angela	Templeman	Springwell Village Residents Association	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised</p>

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2850	W D	Templeman	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2851	S	Templeman		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
192	Angela	Templeman		Opposed to the proposed Housing Release Sites in Springwell Believes that there are more suitable brownfield sites that provide sufficient land to meet the City's housing need without having to use Green Belt land around Springwell. Does not believe that there are exceptional circumstances to release Green Belt sites and that the	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open

				existing roads and facilities could not support the proposed growth.	<p>countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor’s surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.</p>
199	Angela	Templeman	Springwell Village Residents Association	<p>Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.</p>	<p>Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. `The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council</p>

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3 7 4 9	Andrea	Tench	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 3 6	Fiona	Tennet	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 3 6 8	Steve	Terry	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 7 0	Denise	Terry	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1	Sian	Terry	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

032				<p>relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
1958	Kathryn	Tew		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 7 2	I	Thirlaway		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints</p>	<p>Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. 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4 3 2 5	Gary	Thirlwell	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
8 9 6	Joanne	Thoburn	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 4 0 4	Charalamros	Thoma	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that</p>

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 6 7	Samantha	Thomas	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

					Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2170	Ashleigh	Thomas	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
2307	Terry	Thomas	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the	

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3 1 0 7	Joan	Thomas		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 6	Lynn	Thomas		Opposed to the proposed Housing Release Site at West Park. Concerned that the Council are not recognising the area as a park even though listed as a park on the website. Questions the ownership of the park. Increased pressure on local roads and schools. Area has high archaeological and ecological value. Lose of recreational space and believes that it is the wrong place to build housing.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 9 9 8	Blake	Thomas		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 3 4	M	Thompson		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 7 6 8	Delice V	Thompson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in

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1 6 8 8	Wyn	Thompson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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2 1 6 5	Laura	Thompson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 9 2	L	Thompson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 2 2 5	A	Thompson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 0 5	Alex	Thompson		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton,	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield

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2 1 9 9	A	Thompson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Concerns over impact on wildlife, traffic and the coast to coast route.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 5 3 7	Jennifer	Thompson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that</p>

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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 2 2 8	P	Thompson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 9 5 8	Jack	Thompson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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2	Anna	Thompson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

8 6 2			<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
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3 2 1 6	E	Thompson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 4 0 4	Anne	Thompson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 1 4	Kevin	Thompson		Object to housing plans on West Park, Herrington. Regularly use West Park (and Herrington Country Park), dog-walkers and for collecting school teaching materials. Quite a unique space where public can encounter grazing cattle in touching distance of a public road. Wrong to lose the parkland space when many suitable 'brownfield' sites, including vast areas of Pennywell and Doxford Park where road networks, services and drainage already exist and could be developed with higher quality housing like the Ford estate.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 2 6 7	P	Thompson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 7 9	Billijo	Thompson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 7 6	Julia	Thompson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 5 4	Andrew	Thompson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 0 5 0	Kathleen	Thompson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

4030	Paul	Thompson		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
69	Laura	Thomson		Support for the Chapel Garth and Cherry Knowle site in South Sunderland Growth Area. Opposed to the proposed Travelling Showpeople sites and the Gypsy and Traveller site at Leechmere. Supports the Gypsy and Traveller sites at Hendon and Hetton.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1799	Maxine	Thornley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these

				assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 7 4	Heather	Thornley	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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1 6 7 8	Alex	Thornley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 3 7 7	Stanley	Thornley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to

			<p>impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 7 6	Judith	Thornley	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

					and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 1 3 0	Sue	Thornton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 3 0	K L	Thornton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 4 0	M P	Thornton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 6	John A	Thornton		Opposed to the proposed Housing Release Site at West Park on the grounds of loss of open space and brownfield sites should be built on first. Questions the ownership of the site. If West Park is developed other parks in the city could be put at risk.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 2 5	Norma	Thornton		Supports Vaux site. Objects to Policy SA3, sites HRS7 (Southern Area PF), HRS10 (Newcastle Rd) and HRS11 (West Park) but supports HRS13 (Herrington WMC) and HRS15 (Philadelphia). Specific comment on HRS7 is objection to loss of playing fields for kids to use. Objection to HRS10 is mistaken re land at Fulwell Methodist Church. HRS11 objection relates to loss of historic parkland and loss of pleasant gateway to city.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has

				undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 4 4	Norma	Thornton		Object to proposed housing on West Park. There is enough vacant land that would be suitable for housing. The park is used for recreation. The park includes bats and owls which are protected species. Impact on local primary school. The park gives a good impression at the entrance to the city.
1 4 5	Norma	Thornton		Opposed to Housing Release Site at West Park. Believes that the site is unsuitable for housing and that additional pressure will be put on local services and roads. The area is well used for recreational purposes and that development would spoil the character of the area.
1 2 6 2	Tracey	Thorpe		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.
				The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3 5 1 5	Lorraine	Thurgood		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 7 9	Chris	Thyer	Lambton Estate	<p>Object to the site on the grounds of flood risk, protection of mature woodland, impact on the River Wear wildlife corridor, loss of open space and amenity parkland, loss of agricultural land and therefore it is not justified.</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1</p>

					Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, the Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead.
3 6 9 7	Chris	Thyer	Lambton Estate	Object to the site on the grounds of loss of amenity and social play, the ecological impacts, release of contamination, loss of playing fields.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3 7 0 7	Chris	Thyer	Lambton Estate	Object to Fullwell on the grounds of the loss of view, impact on wider community, visual impacts on the surrounding area and impact on the listed and scheduled monument.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. Many people were concerned about the loss of the playing fields however they have not been used for at least 3 years and the Playing Pitch Plan indicates that the area is shown to have amenity greenspace levels above the City average, although further greenspace adjoins at Fulwell Quarries which supports the Carley Hill area. The loss of greenspace within the neighbourhood can be offset by the enhancement to the wider Fulwell Quarry area, which is proposed for upgrading into a country Park.
3 7	Chris	Thyer	Lambton Estate	Object to West Park on the grounds that it would change the character of the area, increase flooding, result in a loss of parks and	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be

1 3				recreation space, access would be difficult and there would be a loss of medieval ridge and furrow.	at odds with the recommendations set out in the Greenspace Report.
2 9 2 3	Terry	Tiffen		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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3 1 7	David	Tindale		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

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2 3 9 2	J	Tindall		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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2 5 8 1	Dean	Tindle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
6 1 2	Trish	Tindle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 4 3 1	Joy	Tinkler		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 8	Angela	Tinkler		Objects to proposed gypsy and traveller site at Hetton Lyons Ponds. Site provides free leisure access for local residents. It is an area of deprivation and lake is one of few facilities left and valued by residents. Concerns over access to the country park from 'Lyons'	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				part of the town. Concerns over litter. Concerns over impact on wildlife. Country park is well used for national sporting events.	
3 1 7 5	C	Tippins		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 9 4 9	Emma	Toche		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
308	Kellie Louise	Todd		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being. Specific concern on the impact to the car park for regular use and event use.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3396	Geraldine	Todd		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 0 9 7	Lisa	Todd		Objects to Policy SA3, site HRS9 (North Hylton). Specifically objects to: impact to Green Belt and wildlife corridor; impact to village of North Hylton in terms of landscape and character; impact on walking/cycling/local recreation; impact on historic character of area; no local facilities to use; no consistency - extensions in village get refused.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
4 4 6 9	Monica	Todd		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 7 0	Donald	Todd		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 2 2	Lauren	Tough		Objects to Policy SA3, site HRS11 West Park. Objects to: loss of parkland/open space; loss of protective covenant; loss of Green Belt land; loss of historic and archaeological asset; impact on wildlife; impact to city gateway	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
8 1	Lauren	Tough		Support for the development of the Former Vaux site. Opposed to the Housing Release Sites at West Park and land adjacent to Herrington Park. Believes that West Park is a beautiful addition to the local community, is used by families and is a habitat for wildlife. Questions the ownership of the park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver

					sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 2 3	Leslie	Tough		Objects to Policy SA3, site HRS11 West Park. Objects to loss of greenspace- provision is linked to better health and well-being. According to NPPF para 74, greenspace should not be built on unless studies show that it is surplus to requirements - greenspace doesn't show a surplus. Land should be designated as a Local Green Space. Land should be built on according to NPPF that has least environmental and amenity value - this hasn't. Historic value of site is underplayed. Objects to withdrawal of covenant. Concern regarding school capacity and impact to local road network. Does not constitute sustainable development as it takes away a valuable local resource.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
7 6	Lyndsey	Tough		Support for the development of the South Sunderland Growth Area Opposed to the Housing Release Site at West Park. The area does not have a lot of green space and this area is used by frequently by local people and is a habitat for wildlife. Questions the ownership of the site. Will put increasing pressure on schools, GP surgeries and roads in the area. Site has some historic interest (ridge and furrow and the wall). Opposed to all of the proposed Travelling Showpeople and Gypsy and Traveller sites.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 4	Lyndsey	Tough		Objects to Policy SA3, site HRS11 (West Park). Concern that West Park has an historic link to the setting and character of East Herrington. Concern that Parcel MD8 is not included at Stage 1 to be included in Stage 2. Object to rescinding of covenant. Concern that need for executive homes is overplayed, since there are numerous properties in area available for sale according to internet.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 7	Lyndsey	Tough		Opposed to the proposed housing release site at West Park on the grounds that it would result in the loss of green space, the park is used for recreational purposes, the Green Space Survey states that East and Middle Herrington have below average number of trees and amenity open space, this is a gateway site into the city, would be contrary to the aims of the Core Strategy, question over the ownership of the site, concern over the increasing pressure on local roads and schools and the site provides a habitat for numerous species.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 2 9	Lyndsey	Tough		Opposed to the proposed Housing Release Site at West Park. Would like to know why the Park has never been registered as a Village Green. Questions the ownership of the site. Development would result in the loss of a piece of open space which is well used.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 1 7 9	Ian	Towers		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

				<p>forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 1 8 3	Jeane	Towers		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
3 5	Amanda	Townshend		<p>Opposed to all of the proposed sites for Travelling Showpeople and Gypsies and Travellers</p>	<p>The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that</p>

				identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2842	Thomas	Tracey	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3975	Joyce	Trainor	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2	Carl	Trattles	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

6 4 9				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 5 9	Harry	Treadwell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1730	Claire	Treadwell	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 7 3 2	Sam	Treadwell	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The	

				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 4 2	Sarah	Treadwell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 0 5	K	Treadwell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 2 8	Lynda	Treadwell	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 9 1	Claire	Treadwell	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will

					be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
8 7	Sarah	Treadwell		Supports the development of the Former Vaux site, the South Sunderland Growth Area and all of the Housing Release Site except West Park and adjacent to Herrington Country Park which are opposed to. Opposed to both of the proposed Travelling Showpeople sites and the Gypsy and Traveller site at Hetton Lyons	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
3 5 1 8	JS	Trembath		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 1 2	Geoff	Trembath		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 6 4	J	Trewhitt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2960	Scott	Trewratt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 1 2	Ann	Trotter		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 5 5	Elaine	Trotter		Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.	This site has been discounted following the Green Belt Review.
3 7 9 2	Claudine	Tuby		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 1 1	WA	Tuck		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 1 9	L	Tuff		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 8 0	Sarah	Tuirwell	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 6 0 3	Dianne	Tully	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

				<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 6 9	Steven	Tumilty		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4 5 5 8	John	Tumman	Sunderland Civic Society	<p>Supportive of Policy SA1 bringing high quality office space into City Centre, however concerns over demand for quantum of development and delivery timescales. Consideration should be given to delivery of some retail on the site. Do not believe that there is a</p>	<p>Comments noted. Retail development is prioritised in centres. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites.</p>

			<p>need for Land North of Burdon Lane as the housing requirement is too high. This should be retained as a Settlement Break. Does not believe that the housing need would require the release of land for the Green Belt for development, therefore Policy SA3 is not required. Object to site HRS2 as it would be contrary to Policy E11 and would effectively join Springwell Village and Washington, adversely impacting on the preservation, setting and special character of Springwell Village. The scale of development in Springwell Village appears disproportionate to the size of the village. Object to site HRS6. It would leave to tongues of Green Belt with no real meaning in Green Belt terms, opening the door for future housing development south of the river and north west of the site. Loss of attractive and valuable amenity area. Loss of a well-wooded part of the park, including car parks which support its recreational use. Concern over noise impacts and pollution from A182. Do not object to HRS7, given the developments to the east, provided that the tree belt to Bonemill Lane is retained and strengthened. Object to site HRS9. Green Belt Review considered the sites the fields to have major and moderate overall impacts. The site is prominent from A19 and development would undermine the integrity of this open area and there would be no real scope to mitigate the impact through landscaping. Concern over noise and pollution impacts from the A19. Appreciate that site HRS11 within the Green Belt is something of an anomaly. If the site is to be developed, only the southern part of the site should be developed and the northern part retained as open grassland. Objects to site HRS12. The fields are seen in conjunction with the Country Park and provide good panoramic views, development would impact on the openness of the area. Appreciate that whilst maintaining the fields as open land may not be essential to the Green Belt, if the site was to be developed, suggest development on a triangle of land running north east-south west along the eastern boundary. Object to site HRS14. The site was considered for retention at stage 2 of the Green Belt Assessment, so question its inclusion. Would extend the built up area of Offerton further east, resulting in only A19 separating it from Sunderland. No perceived need for bringing the site forward. A different view might have been taken if the unsightly building south of the Granaries was proposed instead. Object to proposed safeguarded land. Believe that the reason for this is as future expansion area for IAMP, but should only be provided if absolutely and demonstrably necessary. Do not object to the safeguarding of this land for longer term development, but feel that it should be retained as Green Belt until a time at which it is needed, otherwise restricting premature development may be more difficult.</p>	<p>Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The sites within Washington and Sunderland North also help to provide more of a balance of housing options across the city, which otherwise would be dominated by sites in the Coalfield and South Sunderland. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.</p>
485	Kathleen	Tunncliffe	<p>Objects to Policy SA3 - HRS11 (West Park). Concerns over loss of amenity space. Would be contrary to terms when land was gifted to Council. Site provides a wildlife habitat. Impact on local schools and medical facilities.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
486	Kenneth	Tunncliffe	<p>Objects to Policy SA3 - HRS11 (West Park). Concerns over loss of amenity space. Would be contrary to terms when land was gifted to Council. Site provides a wildlife habitat. Impact on local schools and medical facilities. Impact on traffic.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
350	Amy	Turland	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy</p>

8				<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1013	Karla	Turnbull		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1318	J H	Turnbull		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the</p>

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 9 3 5	Clare	Turnbull	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

			lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 3 6 5	Michell	Turnbull	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 5 5	Maureen	Turnbull	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the

				<p>corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 1 8	Brandon	Turnbull	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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2 5 1 6	Logan	Turnbull	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 1 4	Donna	Turnbull	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 9 7	Ron	Turnbull	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

				controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 4 5 4	Kevin	Turnbull	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 1 7	Michael	Turnbull	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2630	T	Turnbull		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3301	Lauraine	Turnbull		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 7 1	BERYL	TURNBULL	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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3 8 8 1	Paul	Turnbull		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 1 9	Janet	Turner		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being. Negative impact on the area and the natural environment and greater congestion on roads.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 7 8	Joanne	Turner		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being. Hetton already has a lot of traffic, this proposal will result in further congestion. The park has green flag status and proposal would have a negative impact on area, environment and wildlife. Seriously impact upon clubs to develop and manage events.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 3 6	M	Turner		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3408	Janet	Turner		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
551	Doris	Turner		<p>Objects to proposed gypsy and traveller site at Hetton Lyons ponds. Impact on country park, which hosts national events. Car park used by fishing club and users of country park. Sites should be away from populated areas. Dissatisfied about using Green Belt land for housing. Believes there must be enough brownfield and greenfield sites available and no need to build in Green Belt. Important to bring more jobs to the area. Would like more small individual shops in city centre. Concerned about housing being built near Hetton Bogs. Concerns about impact of development on traffic.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
947	Robert	Tweddle		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

3 0 4 0	Marie	Tweddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 1 5	Peter	Tweddle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 9 8	Anne	Twycross		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 8 2	Jon	Tyerman		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 3 3 1	Gillian	Tyerman		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

4 1 1 5	S	Tyrrell		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 6 1	June	Udale		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 3 1 2	Michael	Urwin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the

				lack of understanding of local conditions and constraints.	city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 3 0 6	Susanne	Urwin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4602	Susan	Urwin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
39	Andrew	Usher		Objects to proposed gypsy site at Hetton Lyons. Concern about disruption that will be caused to residents and businesses.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to

1					designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 6 3	Catherine	Usher	Offerton Granaries Management	Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in Offerton.	This site has been discounted following the Green Belt Review.
1 1 3 4	Danielle	Uttley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 7 8	G	Van Dijk		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought.

					The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 1 1	Denise	Vant		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 9 0	Jordan	Vant		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 9 0	Ruth	Vater		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 3	Mark	Veater		Supports the development of the Former Vaux Site Opposed to the development of land north of Burdon Lane and believes that re-designation of this site seems arbitrary. Not sure why the reasons for the original designation have changed, except for pure expediency. Opposed to the Housing Release Sites at James Steel Park, Southern Area Playing Fields, Glebe House Farm, land adjacent to Herrington Country Park and The Granaries. Supposes the Housing Release Sites at Newcastle Road, New Herrington Working Men's Club, Philadelphia and all of the proposed sites for Travelling Showpeople and Gypsies and Travellers.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has

				undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review.
9 8 5	Harry	Venables	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 3 3 4	C	Vendy	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 2 7	Isla	Venus	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which

					has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 2 8	Gemma	Venus		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 2	Martin	Venus		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

6			<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. 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The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 8 1	Brian	Verow	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining</p>

			accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 5 1 3	Victoria	Vickerson	Object to proposals to build houses on West Park, Herrington. Traffic levels on Durham Rd and Herrington Rd and road safety. Impact on East Herrington Primary Academy and school places? Historical agreement that the land would not be used for anything other than grazing or recreational purposes. Park is used regularly, open green space promoting a healthy lifestyle and exercise and observing nature (squirrels, birds, bats). Building on West park would have a detrimental effect on health and wellbeing. Campaign to save West Park shows community spirit and the popularity and love people have of this precious park.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 9 8 6	Sharon	Vincent	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7 7	Carole	Vorley	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3862	Short	W	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
184	E	Wadddle	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
8 6 8	Pauline	Waddle	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 1 1	Stephen	Waddle	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm

					to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 9 1 3	Ken	Waddle	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2915	Jackie	Waddle	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2410	Kirsty	Wade	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 3 4	Paul	Waggott	<p>Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect regional cycling events from taking place in the park.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 5 8 2	Steve	Wainwright	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
8 4 7	Edward	Wake	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 0 7 0	B	Wake	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be</p>

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 5 6	Leslie	Wakefield		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 1 3	David	Wakefield		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 9 9	Michael	Wales		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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1 7 8 2	Moira	Walker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 3	L	Walker		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks

8			<p>and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 6 5 9	Tracy	Walker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 1 2	Chris	Walker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 6 0	Alan	Walker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	
3 4 5 5	Diane	Walker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 9 9	J	Walker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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3 6 1 5	Christine	Walker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. 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3 7 5 8	Peter	Walker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 7 5 9	Daniel	Walker	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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1 8 7 3	Carly	Walker	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 8 2	Christopher	Walker	Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 1 4 2	Joan	Walker	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

				impact/congestion, pollution.	sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7	Joanne	Walker		Support for development of the Former Vaux Site. Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
1	Christopher	Wallace		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

4 5 0				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 4 4 3	Angela	Wallace		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 1 2	D	Wallace	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the</p>

				development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
3 9 9 9	Elizabeth	Wallace		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 2 3	Anne	Wallace		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 8 3	Peter	Wallace		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy

9				<p>openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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3 9 2	Andrew	Wallace		<p>Objects to Policy SA3, site HRS11 (West Park).</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
1 1 9	Dale	Wallace	company	<p>Objects to proposed gypsy and traveller site at Hendon. Concerns over crime and fly tipping. Site is not suited to commercial vehicles and trailers and contains a large storm drain.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 4 6 2	M	Waller		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the</p>

				<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1861	M	Waller		<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
4	Christopher	Walls		<p>Opposes travelling community transit/stopover site at Stephenson</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

3 3 9				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 3 2	Iris	Walls		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 4 7	Patricia	Walsh		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. This would affect the wildlife, and cause a lot of traffic congestion.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2	Anne	Walsh		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

8 3 1				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
7 7 9	Brian	Walsh		<p>Objects to Policy SA3 site HRS11 (West Park). Specific objections relate to: withdrawal of covenant, impact on wildlife, loss of greenspace, loss of grazing, loss of historic ridge and furrow, school capacity, GP Surgeries, traffic congestion and road safety.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
9 1 9	Linzie	Walton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 4 6	M G	Walton		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The</p>

				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Council has adopted a tolerance policy.
9 4 5	E B	Walton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 0 8	D	Walton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 0 5	C	Walton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2154	L	Walton		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
3209	John	Walton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3015	P	Walton		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

					within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 9 4	Peter	Walton		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: withdrawal of covenant; loss of mediaeval parkland; school capacity; impact on traffic levels; available land near West Herrington (north of B1286, either side of A19).	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 7 3	R	Walton		Objects to Policy SA3 site HRS11 (West Park). Specific objection to: withdrawal of covenant; traffic impact at Board Inn roundabout and Herrington Road; loss of parkland and recreational area; counters Localism Act 2011 that public requirements shall be met.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 3 9 4	Deborah	Wandless		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
7 3 1	Yue	Wang		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.

3 1 7 2	B	Wanless		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 5 9	K	Ward		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 0 7 6	Christina	Ward		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1075	William James	Ward	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

				cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1052	Kirsty	Ward		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1675	C	Ward		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3270	Stephen	Ward		Objects to Policy SA3, site HRS11 (West Park). Specifically objects to: loss of parkland; impact to character of Middle Herrington; traffic increase/congestion.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

6 1 4	Vicki	Ward		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
9 6 4	Lilian	Wardle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 6 5	Maureen	Wardle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 0 4 3	Ashliegh	Wardle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 9 2	Faye	Wardle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 0 2	B	Wardle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 0 3	A W	Wardle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

					by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 6 6 2	Colin	Wardle		Objects to Policy SA3, HRS11 (West Park). Specifically objects to: loss of Green Belt to locality; loss of recreational area, social interaction, health benefits associated; greenspace for kids and families to use; other brownfield sites that should be used first; loss of grazing land; impact on village character; school capacity impact; increasing traffic congestion; impact on road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 6 6 1	Sandra	Wardle		Objects to Policy SA3, HRS11 (West Park). Specifically objects to: loss of Green Belt to locality; loss of recreational area, social interaction, health benefits associated; greenspace for kids and families to use; other brownfield sites that should be used first; loss of grazing land; impact on village character; school capacity impact; increasing traffic congestion; impact on road safety.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 3 9 2	James	Warne		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified

					<p>following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 9 4	Lynne	Warne	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106</p>	

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2910	Shaun	Warner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2912	Carol	Warner	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 2 2 7	Victoria	Warren	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 5 0 5	Alan Douglas	Warren	<p>Object to residential development on West Park, Middle Herrington. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; irreversible damage to quality of openness of the greenbelt and recreation; alter character of the village and infrastructure pressure would outweigh perceived benefit. Exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted. The park gives the settlement its unique character, Medieval ridge and furrow possibly oldest in Sunderland. Land is subject to Coal Board Covenant - heritage open space given to the people of Herrington in perpetuity as a place of recreation. Development would alter character and setting of the park impacting on wildlife, reducing the very attractiveness developers and residents seek. Proposals do not address need for affordable</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>

			housing or for ageing population; extra vehicular traffic negatively impacts on existing road network and safety; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; mature trees roots will become unstable from earthworks; proposals fundamentally impact on GB purposes; surface water flooding would worsen. Site location more likely for commuters so not likely to improve economy of Sunderland city centre. Plan conceived without local knowledge of existing conditions and constraints - unachievable and impractical. Leaflets not sent to every household and business.	
4508	Alan Douglas	Warren	Opposes proposals for West Park, Middle Herrington - inappropriate development, harmful to green belt (NPPF) and not very special or exceptional circumstances. Priority should be development on brownfield and previously developed sites - do not accept that brownfield sites have been exhausted. Evidence to justify the number of houses and to build on green belt land is unconvincing - jobs and workers are being double counted by neighbouring councils. Exceptional circumstances not demonstrated for each site separately. Type of housing proposed does not meet the need for affordable provision or for ageing population. City centre needs investment and improvement - the site would be more likely for residents commuting and shopping elsewhere, no evidence it will reduce out migration or for people living and working in the city. Parking issues in Park Lea. Impact would go against policies to enhance the city's natural and historic environment - Mediaeval ridge and furrow farming land, supports mature trees and wildlife and livestock. The land is subject to a Coal Board Covenant - parkland is a heritage of open space given to the people of Herrington in perpetuity as a place of recreation. Development would alter the character and setting of the park. Mature trees with large roots would become unstable from earthworks. Purposes of the greenbelt are of utmost importance for the park as a modest amount of land providing these protections. Road network already overused by traffic, safety issues. Substantial impact could not be minimised without further road widening. Local school already over-subscribed.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4510	Alison	Warren	Concerned that designated greenbelt land at West Park, Middle Herrington is under threat of development. Inadequate consultation process - leaflet not delivered to every household. Inappropriate development, harmful to the green belt (NPPF) and no very special or exceptional circumstances. Priority should be to develop the many brownfield and previously developed sites - do not accept brownfield sites have been exhausted. Development should be targeted at the inner areas, especially the city centre. Further green belt development would adversely affect the attractiveness of Sunderland to live and for business - this is the premier gateway into the city. The Council's traffic predictions indicate junctions around West Park will exceed capacity if there is any development, congested area already and safety issues. Area is of natural and historical value, possibly oldest Mediaeval ridge and furrow in Sunderland, enhances the environment and is home to wildlife	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

			(bats, owls), trees help air quality from polluted overused roads. Infrastructure at breaking point - schools, doctors and roads at full capacity. The land is subject to a Coalboard covenant and left to the people of Herrington in perpetuity. Surface water flooding, mature trees would become unstable from earthworks.	
4 5 1 1	Alison	Warren	Opposes proposals for West Park, Middle Herrington - inappropriate development, harmful to green belt (NPPF) and not very special or exceptional circumstances. Priority should be development on brownfield and previously developed sites - do not accept that brownfield sites have been exhausted. Evidence to justify the number of houses and to build on green belt land is unconvincing - jobs and workers are being double counted by neighbouring councils. Exceptional circumstances not demonstrated for each site separately. Type of housing proposed does not meet the need for affordable provision or for ageing population. City centre needs investment and improvement - the site would be more likely for residents commuting and shopping elsewhere, no evidence it will reduce out migration or for people living and working in the city. Parking issues in Park Lea. Impact would go against policies to enhance the city's natural and historic environment - Mediaeval ridge and furrow farming land, supports mature trees and wildlife and livestock. The land is subject to a Coal Board Covenant - parkland is a heritage of open space given to the people of Herrington in perpetuity as a place of recreation. Development would alter the character and setting of the park. Mature trees with large roots would become unstable from earthworks. Purposes of the greenbelt are of utmost importance for the park as a modest amount of land providing these protections. Road network already overused by traffic, safety issues. Substantial impact could not be minimised without further road widening. Local school already over-subscribed.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

3 7 7 1	Doug	Warren		Object to west park on the following grounds; no evidence to demonstrate that people will move back to Sunderland, loss of green belt, impact on openness, change of character to the area, no exceptional circumstances, loss of fridge and furrow, no need for executive homes, impact on the network, loss of open space and brownfield should be prioritised.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 4 3 3	Janice	Waterfield		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 7 6	Marion	Waterhouse		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 2 9	Doreen	Waterhouse		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

					and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4016	Michael	Waters		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
251	Neil	Watkin		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that brownfield sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each

				development
7 1 5	E	Watson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
1 1 0 9	Barbara	Watson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 5 1 8	Alfred	Watson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2073	J	Watson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

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1 5 1 1	Margaret	Watson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2037	John	Watson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2148	David	Watson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 4 1	Anita	Watson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Not going to be enough sites left for wildlife, walking or cycling. Surely there are other sites to be looked at for housing.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 9 5 0	Ian	Watson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register</p>

				and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 7 1 3	Tina	Watson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 2 7 7	WP	Watson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 4 9 2	Alison	Watson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. 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3 7 7 2	D	Watson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

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3 9 2 1	Teresa	Watson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106</p>	

				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
5 1 7	H	Watson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 8 8	Linda	Watson	Objects to Vaux site but supports all SSGA sites. Supports Policy SA3 sites HRS4, HRS9, HRS10, HRS11, HRS13, HRS15 and Safeguarded site, but objects to HRS sites HRS6 and HRS12. Objects to all proposed Traveller and Gypsy sites.	The Vaux is allocated in the Publication draft for office and residential development. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. In regards to the loss of open space, he Fatfield area has a very high proportion of greenspace (almost 3 times the city average), which equates to 41ha surplus according to the 2012 Greenspace Audit. In regards to the covenant, this has been investigated and development of the land can go ahead. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified

					in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 5 0 3	Mark	Watson		Object to West Park, Herrington being in the draft Plan - would destroy an area of natural beauty and significant historical value. Plan does not demonstrate any means of preserving such areas. Many brownfield sites lying desolate. No demonstration on how already saturated road network could cope with the potential extra 200-300 cars. Limited capacity for road expansion and no rail or metro links. No explanation of how traffic would access/egress the proposed development and the impact on traffic flow at Board Inn and A19 roundabouts. No demand for such a development and would tear apart a community. Really a plan to create an executive 'commuter' belt in Sunderland for people working and still spending their time and money outside Sunderland. Economically dead city centre.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 5 0 0	Sarah	Watson		Opposed to housing development on West Park, Middle Herrington. Beautiful gateway to Sunderland, aesthetic value, historic significance and ecological value. Infrastructure will not support further housing, schools full, few safe green spaces for people, children and dogs to exercise, more suitable brownfield sites with infrastructure more able to cope. Plenty of homes in 'executive' bracket. Wildlife, bat colony and cows grazing, trees capture traffic pollutants.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 3 9	G	Watt		Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Impact on adjacent care homes. Concerns over disturbance and fear to neighbouring residents. Concerns over impact of additional traffic, including on school traffic. Concerns over slow moving horse drawn carriages and impact on road safety. Adverse impact on Hollymere pub and restaurant. Adverse impact on local businesses. Concerns over increased littering. Likely tethering of animals on greenspaces in area would give negative welcome to Sunderland. Negative impact on house prices. Believes this site has more issues of concern than other sites considered.	Leechmere has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 3 2	K	Watt		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 9 3 1	Joan	Watt	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

					assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 6 2 6	Elainer	Watt		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 7 2 4	Stanley	Watters		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

				<p>been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
800	Alec	Wayne	<p>Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2032	P	Weatherburn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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2034	Malcolm	Weatherburn	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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				agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2660	Paul	Webb	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4068	Ben	Webb	Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4202	J A	Webb	Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4458	Matthew	Webb	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2006	Xenia	Webster	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

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4 1 2 8	Lucie	Webster		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 5 3 1	Margaret	Wedderburn		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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4 4 6	Mark	Weddle		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 5 8 4	David	Weeks		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal

			<p>for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 8 2	Gabrielle	Weeks	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out</p>

				<p>Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 5 8 0	Patrick	Weeks		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any</p>

					potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1803	Helen	Weir	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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1 8 0 5	David	Weir		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 9 7	John	Weirs		<p>Opposed to the proposed gypsy and traveller site at Hetton Lyons on the grounds that the access is from an already busy road, increase in traffic, it will have a detrimental impact on the local environment, people will be deterred from using the park and there will be an increase in the transient population in the area.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 9 9	John	Weirs		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4	Margaret Clare	Weirs		<p>Requests Stephenson Lake Car Park (Hetton Lyons Ponds) at Hetton</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and</p>

4 9 8				Lyons Country Park to be excluded as a transit/stopover site for the travelling community. Important facility for local and national sporting community, loss/interference with public use of car park and access would be detrimental to its use and enjoyment.	the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 8 1	Kimberley	Welburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
9 4 9	Linda	Welch		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 9 5	S	Welch		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 9 6	R	Welch		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 4 5	Stephen	Welch		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 6 4	Ashleigh L	Welch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 6 7	Alan	Welch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 0 3	Sharon	Welch		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 5 5 5	Shaun	Wellburn		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being. The facility is of great importance to the local community, in terms of cycling and recognised nationally.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

1049	Graeme	Wells		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3177	N	Wells		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1019	Henry	Welsh		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2363	Paul	West		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2084	Stephen	West		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

					included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
61	Catherine	West		Supports the development of the Former Vaux Site. Opposed to all of the Housing Release Sites and the proposed Travelling Showpeople and Gypsy and Traveller sites. Would no longer use Hetton Lyons Park if the Gypsy and Traveller site goes ahead.	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment Update (2017) identifies the need for a total of 33 plots for Travelling Showpeople in the city over the Plan period to 2033. In order to ensure that identified needs for Travelling Showpeople are met in full, Policy H4 seeks to protect existing sites, allocate new sites to meet needs up to 2023 and identify broad locations for growth beyond 2023. The sites have been identified following a comprehensive review. The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4610	V	West		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3204	V	Westgarth		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3739	Sally	Weston		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3740	William	Weston		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
639	G R	Wetherell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

					been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 2 3	Stephen	Wetherell		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 1 0 2	Mark	Whaley		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 9 8	Ian	Wharton		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 9 5	Gaynor	Whatcott		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being. Would be deterred from visiting the park in the future if the proposal went ahead. Also concerned about the method of consultation used.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 9 8 1	N	Wheatley		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 1 1 3	L	Wheatley	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 4 1	Stephen	Wheeler	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 9 2	Jan	Wheeler	<p>Opposed to the proposed Housing Release Site at West Park on the grounds that the land was gifted to the Council in perpetuity for the enjoyment of residents, the site has archaeological and ecological value and does not believe that there are exceptional circumstances to warrant the release of the site from the Green Belt.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
9	Paul	Whelan	<p>Opposes travelling community transit/stopover site at Stephenson</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

7 5				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 1 1 7	Patricia	Wheldan		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 1 6 0	E	Wheldon		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

					any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 2 3	Martin	Wheller		Objects to Policy SA3 - HRS12 (Land adjacent to Herrington Country Park). Concerned at plans to remove greenbelt land forming part of country park for housing development. It would lower the quality of life for current residents.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 2 6 4	Ann	White		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any

					potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
1 2 6 0	R A	White	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

1 3 6 1	Veronica	White		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 1 2	Karen	White		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 4 8 6	Andrew	White		<p>Object to development on green belt land and open spaces - detrimental impact on environment and existing residents access to open spaces for recreation. Number of houses will significantly impact infrastructure - schools, roads, health and sports facilities already oversubscribed. Increase in traffic, pollution and dangers. Object to building on southern playing fields at Rickleton,</p>	<p>Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional</p>

				Washington - open space used regularly for football and recreation - disgraceful given availability of brownfield sites and health issues around obesity and lack of exercise.	Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
4 4 9 1	Andrew	White		Opposed to the proposed Housing Release Site at Southern Area Playing Fields on the grounds that the area is well used for recreational purposes and promotes healthy lifestyles.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
4 4 9 0	Lois	White		Opposed to the proposed Housing Release Site at Southern Area Playing Field on the grounds that the area is well used for recreational activities and encourages people to stay fit and healthy	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these

					have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. In regards to the loss of pitches, the 2018 Playing Pitch Plan states that the long term future of the site is to be considered in the context of Parklife local Hub provision at the Northern Area Playing Fields. The site is in use at present, but as part of the Parklife Hub provision is due to cease in 2019. If at that stage, the revised Playing Pitch Plan does identify the site as surplus to need, then CSDP Policy E9 would allow for a contributions made to enhance nearby Rickleton Park to help compensate for the area loss.
3021	Peter	White		Objects to Policy SA3, sites HRS11 (West Park). Specifically objects to: loss of parkland; impact on mature trees; loss of wildlife; increased traffic pollution; increased noise pollution; impact on road safety; increased congestion on local roads; 70 houses could end up being a lot more; withdrawal of covenant; loss of ridge and furrow; plenty of brownfield land available; Parkside corner is a listed structure.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1143	Robert	Whitehead		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4151	David	Whitehead		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
984	Richard	Whitehouse		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1024	Danielle	Whitehouse		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
13	D	Whitfield		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

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The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 0 4	F	Whitfield		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

			<p>been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 1 1 3	Shelagh	Whitfield	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Impact on coast to coast route.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat</p>

				survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.	
4 2 0 7	A	Whitfield		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 7 4	Joan	Whitfield		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 2 2	C	Whitfield		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 5 8 2	D	Whitfield		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8	Maureen	Whittaker		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

3 3				evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints	Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. 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The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 2 1 2	M L	Whittaker		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 9 3	June	Whittle		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
5 3	Christine	Whittle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities;	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt,

0				impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 4 8 5	Christine	Whittle		SHLAA site 465 development of land adjacent to Herrington Country Park - facility whole of Sunderland to be proud of, triumph of food design and an asset for all. To build houses around the park would block this magnificent park from view, be a waste of green space. Extra traffic would exacerbate already busy A183 road. By far the largest proposed development and nowhere near any major employment site, surely makes sense to build housing nearer to existing employment sites to lessen travel on congested roads.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
5 2 8	Josh	Whittle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5	Robert	Whittle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of

2 7				relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
5 2 9	Rory	Whittle		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 2 6 6	Shelia	Wight		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied

				<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4140	Jayne	Wilde		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4138	Isaac	Wilkes		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
918	Justin	Wilkie		<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1360	Peter	Wilkinson		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better</p>

			<p>housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 5 9	Laura	Wilkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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1 8 2 2	Jean	Wilkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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2088	Tracey	Wilkinson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2050	A W	Wilkinson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. There is a need for the open space and no need for executive housing at this location.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been

				included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2066	A I	Wilkinson	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2316	Andrew	Wilkinson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2595	G	Wilkinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons

			<p>prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 5 9 1	M	Wilkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield</p>

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2	S	Wilkinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to:		The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance

7 4 3				<p>housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>with Government guidance contained within the NPPF and PPG. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 4 5	Georgia	Wilkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the</p>	

			<p>protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 4 4	K	Wilkinson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm</p>

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2 7 4 6	N	Wilkinson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. 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				Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 4 8 5	S	Wilkinson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 4 2 3	Brian	Wilkinson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 6 5 5	Adam Lewis	Wilkinson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 0 0 5	Brian	Wilkinson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
7 0 8	Janet	Wilkinson	Objects to Policy SA3 sites HRS1,2,3,4,6,7 and 12. Specific objection to HRS6 (JS Park) historic demolition, loss of greenspace, impact to wildlife corridor, archaeological significance. HRS7 objection relates to loss of well-used leisure facility, impact on ancient woodland.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has

				been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
3 2 6 9	Paula	Wilkinson	Objects to Policy SA3, site HRS11 (West Park). Specifically opposes: loss of Green Belt; building at West Park draws people away from city centre; loss of historic parkland; impact on local health via loss of greenspace; increase in road traffic; plenty of brownfield sites undeveloped in city.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
1 0 3 7	Sandra	Wilkinson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 8 4	Sarah	Wilkinson	Opposed to the sites proposed for development at Springwell. Springwell Village has faced pressure from development for a number of years now which has been resisted. Development of the village will put pressure on the road network and local infrastructure for example the primary school which is already at capacity. Sites are capable of accommodating more than is set out in the information which is provided and would not cater for local people.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can

					be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
7 6 9	Tim	Wilkinson		Opposed to the development of the Former Vaux Site, South Sunderland Growth Area and all of the proposed Housing Release Sites and to refer to comments on the Core Strategy. Aggrieved that James Steel Park has been proposed for housing after residents were so opposed to the demolition of housing on the site by the Washington Development Corporation. With regards to the Southern Area Playing Fields it is believed that development here would encroach even further into the Green Belt and that development would put additional pressure on existing roads.	The Vaux is allocated in the Publication draft for office and residential development. In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document. Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2 3 2 0	Neil	Willey		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

			<p>accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 0 0	Gwendoline	Willey	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 3 4 2	Paula	Willey	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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1 9 4 5	Lee	Williams		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1405	Sara	Williams		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1983	Lucy	Williams		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and</p>

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1 9 4 8	Caitlyn	Williams	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

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2 1 4 6	I	Williams		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 3 4 2	Brian	Williams		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 4 3	Sylvia	Williams	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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2 3 4 1	Tracy	Williams	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 6 2 8	Philip	Williams		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8	Honor	Williams		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

3 5				evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 7 0 9	Victoria	Williams		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 9 8	R	Williams		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 1 8	Lindsay	Williams		Object to Policy SA3, site HRS12 (Penshaw). Specific objection to: impact on schools; local road network; impact on unique landscape of area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining

					sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 9 8 6	Tracy	Williams		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
2 6 5 8	J	Williamson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 9 8	Jean	Williamson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 5 8	David	Williamson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: increase in volume of traffic and noise; Strain on local services; Green Belt encroachment which affects identity of Penshaw; effect on wildlife; other brownfield sites available- no need for GB development; population decline in Sunderland doesn't justify this level of housebuilding; increased traffic in area; wrong type of housing proposed (needs to be affordable to area).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
4 4 8 8	David	Williamson	Supports the development of the Former Vaux site. Opposed to the proposed Housing Release Site on land adjacent to Herrington Country Park on the grounds that it will put additional pressure on local infrastructure	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive

				Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
460	Kate	Williamson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: increase in volume of traffic and noise; Strain on local services; Green Belt encroachment which affects identity of Penshaw; effect on wildlife; other brownfield sites available- no need for GB development; population decline in Sunderland doesn't justify this level of housebuilding; increased traffic in area; wrong type of housing proposed (needs to be affordable to area).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
459	Lynn	Williamson	Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: increase in volume of traffic and noise; Strain on local services; Green Belt encroachment which affects identity of Penshaw; effect on wildlife; other brownfield sites available- no need for GB development; population decline in Sunderland doesn't justify this level of housebuilding; increased traffic in area; wrong type of housing proposed (needs to be affordable to area).	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
2311	Val	Willis	Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Wildlife sanctuary on the border.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be

					controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 3 6 6	Christine	Willis		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 2 3 9	Linda	Willis		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 7	Lynne	Willis		Supports the development of the Former Vaux site, Chapelgarth, Cherry Knowle and New Herrington Working Men's Club. Opposed to the Housing Release Sites at Springwell, James Steel Park, Southern Area Playing Fields, Glebe House Farm, Newcastle Road, West Park and the Safeguarded land. Believes that the plan has a huge negative impact on local residents and for residents near Southern Area Playing Fields the views from existing properties will be effected as well the effect from noise / traffic levels. States that West Park needs to be kept as greenbelt. Development upon it would have a huge negative impact for existing residences who overlook the park. Many local people make regular use of this green space. The local community infrastructure would be negatively impacted by development there. Traffic is already an issue in the area.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks.
1 5 9	Lynne	Willis		Opposed to the Housing Release Site at West Park as the area is used frequently for recreation purposes by local people and has historic value, development would change the character of the area and there are no exceptional circumstances to remove it from the Green Belt. There would be an increase in traffic levels which would	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

				have an impact on resident's health. Increase in pressure on local services and schools. Questions the ownership of the site.	
3 0 7 8	Pauline	Willis		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
3 6 1 1	Joanne	Wills		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site

					following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
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3 4	P F	Wilson		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the

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2091	Joyce	Wilson	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to</p>

				<p>dwelling on the site.</p>	<p>assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2103	M	Wilson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2159	James	Wilson		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has</p>

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Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2833	Tina	Wilson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2930	David	Wilson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 6 2 2	Kirsty	Wilson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
3 8 2 5	Brenda	Wilson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 2 2 0	Graeme	Wilson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 0 9 9	P	Wilson	<p>Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.</p>	<p>Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 3 0 8	Joan	Wilson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 2 9 9	Paul	Wilson	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4	I.	Wilson	<p>Opposes travelling community transit/stopover site at Stephenson</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further</p>

2 9 8				Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 5 2	Helen	Wilson		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 5 8	Andrew	Wilson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
1 6 1	Denny	Wilson	Sunderland City Council	Opposed to the site at Ferryboat Lane for the following reasons - Would take away all of the North Area's rural environment - Part of the wildlife corridor and on the flight path of migrating birds - Habitat for animal, birds and insects - Nearby areas are being developed for IAMP, Vantec etc -Need the green space for health and wellbeing benefits - Site has historic importance - Schools are at full capacity -Site will be subject of noise and air pollution - There are a number of brownfield sites with permission that have not come forward. They should be used first.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs

					and adhere to CSDP policy.
4 5 2 6	Denny	Wilson	Sunderland City Council	Concerned at public suspicions of possible of financial corruption (and legal action) that SHLAA site 416 at North Hylton has been renamed and divided into 2 parts (HY1 and HY2) in the Green Belt assessment, with HY2 now deemed suitable for housing. Many members of the public received no notification of public consultation meetings until some had taken place. Requests this land to be removed from the Core Strategy Green Belt assessment for the reasons given in the SHLAA and by members of the public.	The evidence base which supports the Core Strategy and Development Plan identifies the need to deliver at least 13,410 new homes during the Plan period (2015 to 2033). The Plan must identify locations to meet this growth, this was done through the Strategic Housing Land Availability Assessment, also known as the SHLAA. When a site is assessed through the SHLAA, the Council must test it against a number of criteria, including Is the site suitable for development " which means that there are no constraints on the site which would prohibit the site being suitable for housing, Is it the site available " which means that it is available for housing development, and Is the site achievable " this means that the site is viable and is very likely to be built within the Plan period. Please note that any site in the Green Belt is immediately discounted in the SHLAA, as it can only be included if and when it is removed from the Green Belt. The Council undertakes this assessment on an annual basis and consults on the findings. The Council, through the consultation process, gives developers and residents the opportunity to identify alternative sites which are then considered for inclusion in the SHLAA. The SHLAA includes all sites that are considered to meet the test identified above as deliverable and developable housing sites over the next 15 years. Where sites do not meet the criteria, they are classed as "not currently developable" within the SHLAA and do not form part of the potential housing supply. In regards to Site 563 (Hylton Skills Campus - 100 dwellings) and Site 565 (Phoenix Tower Business Park, Castletown Way - 140 dwellings). Both of these sites are included in the SHLAA as developable housing sites. Site 563 is expected to start in year 4 and site 565 has outline consent, and as such in line with SHLAA methodology, is included within the five-year land supply. As the consent expires June 2018, contact was made with the agent when updating the SHLAA to get an update on whether a reserved matters application was likely to be submitted. The agent advised that this would be submitted before expiry of the outline consent. The reserved matters application has now been submitted (18/00823/REM). Following the completion of the SHLAA, it became apparent that Sunderland does not have a sufficient supply of deliverable and developable housing sites to meet the identified need. The Council then considered alternative sites including looking at employment land, Greenspace, open countryside and the settlement breaks to identify additional capacity. This was done through the Strategic Land Review. Following this, the Council then undertook a Green Belt Review to identify if any land could be removed from the Green Belt to meet the future needs of Sunderland. Amending Green Belt boundaries is a last resort and can only be done through the preparation of a Local Plan where exceptional circumstances can be justified. The Council consider through the evidence base that these exceptional circumstances do exist. To verify this, the Council commissioned independent consultants to scrutinise the Council's approach to the Green Belt and to prepare an exceptional circumstances report. This report will be included in the Local Plan evidence base during the consultation period. It sets out a comprehensive case for exceptional circumstances. The Plan seeks to maximise land in the existing urban area and as a result less than 10% of the homes needed, will be built in the Green Belt. The strategy prioritises the development of brownfield land and the housing supply includes sites in Pennywell, Seaburn and Stadium village, but despite this, there is a shortfall. For the purposes of the SHLAA and the Strategic Land Review the site was referred to as site 416. However, when the Green Belt Assessment was undertaken the site was subdivided into land parcels and included a different reference system. The Strategic Land Review (SLR) identified the issues in your email, notably in relation to the need for HRA investigation, that priority species are recorded in the area, and that adverse impacts were anticipated in relation to protected European sites, SSSI's and LWS sites. The conclusion given was that significant mitigation is required. The SLR conclusion states that site is not considered suitable for development, based on Green Belt grounds. The location within Green Belt is also the reason why the site is not supported in the SHLAA. It is important to point out that significant mitigation required, does not rule out the site on these specific grounds, but just indicates that mitigation will be required to address the issues identified. The scale of the proposed site on the wider wildlife and green infrastructure corridor along the River Wear is considered to be sufficiently limited as to enable appropriate mitigation to be undertaken through careful design that can satisfy landscape, wildlife and other considerations. The site does not directly impact on protected wildlife sites, but nevertheless there are considerable ecology issues that will need to be addressed, including in relation to Habitats Regulations Assessment, to appropriately mitigate for any impact to priority species, and mitigating for any indirect impacts to protected wildlife habitat along the River Wear. A Habitats Regulation Assessment has been undertaken in support of the Plan and identifies necessary mitigation in relation to the site. This will be published in June alongside the plan. The Green Belt Stage 1 Update and Stage 2 identified field parcel HY1 as being "fundamental" to Green Belt purposes but field parcel HY2 was not fundamental. A revised site area (416A) incorporating part of HY1 and HY2 was put forward for consideration in the same report " Call for Sites Review. Page 145 reviewed this and concluded that this revised site area should be considered at Stage 3 (because the northernmost part of parcel HY1 was not considered to be fundamental to Green Belt purpose). Since then, a Green Belt Boundary Review has been undertaken, and this part of HY1 has been recommended for retention in Green

					Belt. Hence, the revised site put forward as a Housing Growth Area involves part of parcel HY2 only. The site is now being put forward by Hellens, but previously the site was promoted by Barratts. The Publication Draft of the Plan includes a strong policy for the development of this site, if the Plan is to be found sound with this site included, developers would still need to address the issues identified in the policy through the planning application process. If these issues could not be adequately mitigated, then the site would not receive planning permission.
2 5 7 7	Joanne	Wilson		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.
4 4 8 4	K	Wilson		Object to draft planning proposal to build on West Park in Herrington - gateway to Sunderland from A19, distinct character in housing style, trees and greenery. Popular for walkers and children can safely play and wildlife thrive. 70 2-car families will create unwelcome additional traffic burden. Wrong to build on precious green areas with history and beauty - irreversible damage. Disrespectful lack of preservation for established areas doesn't correlate with a city of culture. Destroying character of established housing and public access to communal natural land integral of the locality is counterproductive.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 1	Lee	Wilson		Objects to SSGA site North of Burdon Lane but supports other 3 SSGA sites. Supports HRS13 (Herrington WMC) but objects to all other HRS sites and Safeguarded Site. Objects to all travelling showpeople and gypsy sites.	In order to help meet identified housing needs within the city, the Plan allocates the SSGA for residential development through Policy SS6. The site will comprise of 4 parcels of land which will deliver approximately 3,000 dwellings. In order to guide the comprehensive development of the SSGA, the council has prepared the SSGA Supplementary Planning Document (SPD), which provides detailed design guidance. The scale of development at SSGA will result in a significant increase in the population of South Sunderland. Therefore there is a need to ensure provision of adequate supporting infrastructure. This is likely to comprise a new primary school, extensions to existing a local centre, community/cultural facilities, open space, woodlands, cycleways and footpaths and the completion of the Ryhope Doxford Link Road. The Infrastructure Delivery Plan (IDP) prepared to support the SSGA Supplementary Planning Document (SPD) identifies the overall infrastructure requirements for SSGA, anticipated costs for infrastructure provision and provides a broad strategy for its delivery. Developers will be expected to contribute/deliver necessary infrastructure. The Plan does not include any proposals for bus only routes as part of the SSGA, this was a proposal within the draft SSGA SPD and will be dealt with as a response to that document.
6 9 2	Paul	Wilson		Supports Vaux site. Supports proposed gypsy sites at Hendon and Leechmere but opposes site at Hetton Lyons. Specifically objects to Hetton Lyons due to: impact on users of park and to park's future.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 6 7	Joanne	Wilton		Objects to proposed gypsy and traveller site at Hendon. Hendon ward has had fair share of bad neighbour uses. Specific concerns include, impact of neighbouring port, sewage treatment site and waste treatment site. Area already has problematic hostels creating sense of fear and trepidation for residents.	Hendon has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 4 1	George	Wind		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
3 4 6	Janet	Wind		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 4 8 2	Susan	Winfield	<p>Object to proposed housing development at West Park, Herrington - essential recreation area for residents for hundreds of years. Immeasurable environmental and social value - open space land and trees, health, social and physical activities opportunities. Historic social value, one of Sunderland's most important parks.</p>	<p>West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.</p>
4 6 0 9	Hannah	Winter	<p>Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would</p>

					be required for each development.
1 3 6 6	M I	Wintrip		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 3 5 3	Liam	Wiseman		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 1 1 3	Emma	Withers		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status;	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

				and negatively affect local people's health and well-being.	
1 1 1 5	David	Withers		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 3 6 2	Ciaran	Wood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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2 0 1 2	Clare	Wood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the

			<p>people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>Government's proposed standardised methodology. 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The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2017	Dale Royce	Wood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1 3 6 3	Madaleine	Wood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has</p>

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2047	Gillian	Wood		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Concern over impact of noise from A19/A1231.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2076	E	Wood		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register

				<p>A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2 3 6 9	Michelle	Wood		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are</p>

					within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2044	Norman	Wood		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Local residents do not support building on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2095	Erika	Wood		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Why use greenfield sites when there are brownfield sites available.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate

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2 5 9 3	M	Wood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 3 0	J	Wood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft

			<p>separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council’s Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 6 2 4	Tracy	Wood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government’s proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied</p>

			<p>unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2380	Darren	Wood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified</p>

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2 8 9 6	M	Wood	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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					agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 8 9 4	CH	Wood		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 5 1 0	Sean	Wood		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 8	Lisa	Wood		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The

8				for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Council has adopted a tolerance policy.
4 2 2 1	Alan	Wood		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 8 0	Albert	Wood		Would not like to see Houghton Council depot used for show people. Back gates emergency way out onto private Gravel Walks estate being cleared.	The council has considered this site.
1 8 9	Dale Royce	Wood		Opposed to the proposed Housing Release Sites at Springwell Feels that the proposed development sites would change the look and feel of the village and have a negative impact on village life and that there is enough brownfield land available to meet housing needs. Would like to know what alternatives have been considered	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
3 2 3 8	Lisa	Wood		Oppose HRS 14- Offerton. The document has not fully considered the key constraints and other key constraints have been omitted. Issues with the consultation its self are set out. Issues set out and questions raised with regards sewerage plant, noise impact, dust, air pollution, appropriate access, road safety, building issues, car parking, building design and the need for new executive houses in	This site has been discounted following the Green Belt Review.

				Offerton.	
2 5 6 7	M	Wood		Objects to Policy SA3, sites HRS1, HRS2 and HRS3 (Springwell Village). Specifically objects to: traffic impact on village streets/homes; impact to sewers; increased noise; increased traffic accidents.	Comments noted. Following consultation on the Draft Plan, the Council has considered all comments received and reduced the number of sites in Springwell from three to two. Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. In regards to Springwell, the Plan seeks to limit the impact to the character of the village. The number of sites has been reduced form 3 in the village to 2. The Council has sought through its evidence to the development does not detrimentally impact the setting of the village. Through the Green Belt Review, the Council has sought to ensure that the sites identified cause the least harm to Green Belt purposes. The report recognises that gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. A tree buffer alongside the A194(M) will be retained. The Council has undertaken technical assessments to ensure any impacts of the development. The Council has prepared a Strategic Flood Risk Assessment. It identifies any flood risk across the city. In regards to Springwell, it is considered that surface water flood risk can be mitigated for. A number of public sewers cross the eastern site and would need to be considered appropriately within the scheme design. The Plan includes policies to address this concern. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. Sites will be required to retain trees and hedgerows and increase an existing woodland belt alongside the A194(M). The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither school have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctor's surgeries is an ongoing national problem and further advice from NHS will be sought. The County Archaeologist requested that archaeological work was carried out on the site and an Archaeology Study and Heritage Statement have been prepared. The recommendations of which will be brought forward as part of the development. Once allocated in the Plan, the boundary for the Green Belt could not be altered until a review of the Plan and exceptional circumstances justified. Therefore the boundary for the site cannot be widened once the Plan is adopted. In regards to density levels the Plan seeks to maximise densities, however the SHMA has identified a need for larger family homes of three or more bedrooms. Therefore the density reflects the evidence.
5 7 0	Peter	Wood	Sunderland City Council	Objects to proposed gypsy site at Leechmere Industrial Estate. Specifically opposed to: proximity to nursing care home and stress this could cause; proximity to businesses and local residents.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 1 5	D	Woodhouse		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
8 2 9	J W	Woods		Opposed to the proposed Gypsy and Travellers site at Hetton Lyons. The car park is used daily by members of the Angling Club many of whom need to be able to park as close to the lake as possible due to age and mobility issues. The club hold many competition annually attract large numbers of people and vehicles. Club also work with young people and local scout groups.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.

3 4 1 1	Billi Jane	Woods		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 7 3 1	Julia	Woods		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 1 1	Michael	Woodward		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

2612	GP and P	Woodward		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. 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The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1707	Lucy	Woolley		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing</p>

			<p>out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 4 6 6	Janice	Worthington	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 6 8 1	T F	Worthington	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
9 3 2	M	Worthy	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 2 5 5	Craig	Worton	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that</p>

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. 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The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2308	S	Wraith	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site. Concern over destroying wildlife, habitat and light pollution.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport</p>

				Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
4 4 7 8	Elizabeth	Wrathmall	Would never chose to live near a gypsy site. Sandmere location is in middle of premium residential areas so would contribute to out-migration, to detriment of the environment and residents. Site is not near A1 or A19 for ease of gypsies and travellers. Temporary residents, can be unnerving for local populations. Should be in a secluded area near major road links, not nestled into business, shopping, educational and residential areas. Not received any information leaflet.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 4 7 7	Kevin	Wrathmall	Object to gypsy/traveller site proposal at Sandmere Road - would make the area less desirable to live due to temporary nature of the residents. Heard that trouble always follows when transient populations come to an area. It is a long route in from major roads, a site nearer the A19 or A1 would be preferable, and not near populations.	The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 4 5 9	Alan	Wright	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 6 4 4	Jon	Wright	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised

					following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
3 1 1 2	W	Wright		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 2 0 1	C	Wright		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 8 5 3	B	Wright		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 0 0	J	Wright		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
6 7	Alan	Wright		Opposed to the Housing Release Site at West Park The Park is a habitat for various wildlife and used frequently by local people and local roads are already very busy and the site is not easily accessible. Local schools are already at capacity.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
3 1 9 6	Samantha	Wright		Objects to Policy SA3 site HRS12 (Penshaw). Specific objections relate to: Green Belt encroachment; effect on villages identities; impact on wildlife; plenty of brownfield sites elsewhere that should be used; strain on local schools, GP Surgeries, sewerage; traffic impact/congestion, pollution.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out

					<p>within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development.</p>
3 3 7 2	Craig	Wrightson	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>	

3 3 7 4	Amy	Wrightson	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 4 5 2	Lisa	Wrightson	Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
1 0 7 2	Nicola	Wylde	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that

			<p>infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 3 9 7	Danielle	Wylie	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not been made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that sites are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that</p>

			<p>cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
1606	Olivia	Yeaman	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these</p>

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1 6 0 3	Miley	Yeaman	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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1 9 2 6	Gary	Yeaman		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. 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9 2 0	Norman	Young	<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
2 4 3 2	John	Young	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in</p>

			<p>services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2020	Lisa	Young	<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>

2030	Sandra	Young		<p>Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.</p>	<p>Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.</p>
2524	Callum	Young		<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks</p>

					but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
2 1 8 4	Denise	Young		Opposed to the proposed Housing Release Site at Ferryboat Lane on the grounds that it is contrary to policies E6, E7, E11, E12, E13 and E15 and other policies in Chapters 4, 5 and 6 of the Core Strategy and would like to know why the site was assessed as unsuitable for development in Stage 1 of the Green Belt Review but is still be put forward for development. Believes that the site is integral to the Green Infrastructure/Wildlife Corridor which forms a green lung in the centre of the City, would adversely intrude into a well-defined Green Belt boundary, would dominate the hamlet of North Hylton, be isolated from amenities and facilities, would require extensive new infrastructure for access and adversely impact on the strategic views. Questions if it is appropriate to build houses so close to the A19/A1231 due to noise and air pollution and if the required buffer zones and green spaces are provided is it possible to provide 135 dwellings on the site.	Comments noted. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. Concerns have been raised regarding the noise that would be generated from the site. The noise that would be generated during the construction of the site would be temporary and hours of work can be controlled by condition on the planning application. Once complete the development is not expected to generate any more noise than the residential dwellings that already exist. The Education Plan has been updated to assess capacity. A contribution will be required from the developer which will be sought through a Section 106 agreement. There is scope in the locality to create a new school. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. Another concern raised regarding this site was the impact that the development would have on the character of the area With regards to flora and fauna on the site, a Phase 1 Habitat survey has been carried out which identifies what is actually present on the site. The findings and recommendations of this survey will be taken into consideration at the Planning Application Stage but have informed the Site frameworks.
2 5 2 1	Michelle	Young		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the

			<p>village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
2 7 8 3	Kaye	Young	<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington;</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the</p>

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2 4 3 1	Helen	Young	Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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3 2 3 2	Rhoda	Young		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
3 9 3 7	David	Young		Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. However, evidence from the household survey undertaken as part of the SHMA indicates that the main reasons why households planned to move out of Sunderland were to move to a better neighbourhood or more pleasant area, to be closer to work/new job, to move to a larger property and wanting to buy a new home. The council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The council considers that there are exceptional circumstances which warrant an amendment to the Green Belt boundary. Details are set out within the council's Exceptional Circumstances paper. The plan encourages and prioritises the use of brownfield land. Approximately 43% of the housing supply identified in the SHLAA is on brownfield land. Historically within the city new homes have predominately been built on brownfield sites. In fact 90% of recent housing development has been on brownfield land, however we are running out of viable sites. The Council has published a Brownfield register and will allocate sites in the Allocations and Designations Plan. The SHLAA has been further reviewed and scrutinised following the Draft Plan consultation. The Council through the Green Belt Review has sought to cause the least harm to the Green Belt. The gap to the west of Springwell Village will be narrowed very slightly in relation to Eighton Banks but not towards the wider Gateshead area. The gap to the east is already compromised at Peareth Hall Road, so the corridor is viewed as incomplete. A tree buffer alongside the A194(M) will be retained. The site was identified following the comprehensive Green Belt boundary review. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The publication draft includes policies to ensure that any potential impacts are mitigated. The Policy in accordance with Councils evidence base is expected the development to include family home (3+ beds) 15% to be affordable housing. The Council has reviewed the capacity of the site following consultation on the Draft Plan. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The Council will ensure through Policy that the Bowes Railway line is not impacted. The Education Plan has been updated to assess capacity. Primary schools within Springwell Village and Usworth are within catchment distances. If neither schools have capacity at the time that the site comes forward and a

					contribution is required from the developer for further provision then this will be sought through a Section 106 agreement. Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development
4 1 8 5	Shirley	Young		Objects to proposed gypsy site at Hetton Lyons. Specifically objects to the loss of car park/impact to park that will affect walking, cycling and fishing, plus regional and national events held at the park and access in general to the country park.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 4 2	Margaret	Young		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 3 7 0	Janis	Young		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
4 2 7 7	Andrew	Young		Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.	Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.
2 7 4 7	Julie	Young		Object to West Park as well used peaceful place to walk. Concerns over traffic increase and school capacity. Concerned over loss of open space and residents recreational needs. Concerns over impact on wildlife, heritage, historic and archaeological value.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 4 7 6	Julie	Young		Objects to proposed housing development at West Park, Middle Herrington - beautiful park used by local residents, peaceful and tranquil place to walk. Potential increase in traffic from more cars, school cannot deal with increase in intake of more children. Where will residents go for recreation? Health issues. Wildlife issues should be protected and preserve heritage/historic/archaeological value of the area. Wasn't the park transferred for recreational use for residents?	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 7 0	Kevin	Young		Opposed to the proposed Housing Release Sites on land adjacent to Herrington Park and at West Park. Is opposed to the proposed development at Herrington Country Park on the grounds that views of penshaw monument will be lost and the loss of the fields.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
4 4 7 5	Marie-Claire	Young		Object to building 70 houses on West Park, Herrington - beautiful open space amenity used frequently for recreation and exercise, for dogs and children to play in. An oasis in an urban landscape, mature trees provide habitat for wildlife (bats). Numerous brownfield sites yet to be re-purposed and utilised. Detrimental effect on Herrington area. Environmental impact devastating, paving the land will surely make flooding worse. Impact of the minimum 140 cars of the 70 'executive' houses adding to existing traffic problems, increasing stress and decreasing air quality putting local residents health in danger from pollution. Will add strain to school and health services in the area - local school stated it cannot expand further (some land recently granted permission for housing). Park is a site of archaeological interest - Medieval ridge and furrow.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.

2 7 2 6	Marie-Claire	Young		Object to West Park for the following reasons:- Detrimental impact on people's lives in terms of health and removing open space. Taking away trees and plants and habitats for wildlife. Numerous brownfield sites in the city can be built on. Increase the flooding problems. Increase pollution from additional cars Impact on traffic congestion and road safety Impact on schools and health care. Park is a site of archaeological interest	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
5 6 6	Philip	Young		Objects to Policy SA3 - HRS11 (West Park). Concerns about increased traffic, loss of the park for recreation and loss of Green Belt. The park was transferred to the Council to be retained for recreation in perpetuity. Concerns about lack of governance and conflicts of interest between the Council and Siglion.	West Park has been discounted as a Housing Growth Area as the impact of losing the greenspace element of the site is considered to be unacceptable as it would compound the lack of amenity greenspace provision in the area and be at odds with the recommendations set out in the Greenspace Report.
2 8 8 8				Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.	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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development

3 4 8 6	Grace			<p>Objects to Policy SA3, sites HRS1, HRS2, HRS3 and HRS4. Objects to: housing projection increase (historically over estimated); no evidence that housing proposals will reduce out migration; loss of openness of Green Belt and damage to village; will undermine separation of Springwell Village from surrounding settlements; more people in village will affect village character and affect infrastructure; exceptional circumstances argument should be made for each site separately; exceptional argument has not be made to prove that all brownfield sites have been exhausted; loss of unique village character; proposals do not address need for affordable housing or for ageing population; extra vehicular traffic negatively impacts on existing road network in village; these sites could be built out to 2,435 houses; these developments go against the principle of protecting existing durable GB boundaries; brownfield sites have not been exhausted- in 2016 there were brownfield sites accommodating 15000 houses; contests that site are shown as unviable; school capacity cannot withstand expansion; if more services are needed, does this mean more Green Belt loss?; would cause environmental pollution; would impact on setting of Bowes Railway; proposals fundamentally impact on GB purposes; release of Green Belt is disproportionate in Springwell Village and Washington; lack of understanding of local conditions and constraints.</p>	<p>The council has undertaken a robust assessment to determine its objectively assessed housing needs in accordance with Government guidance contained within the NPPF and PPG. The justification for the OAN figure within the Publication Plan is set out within the SHMA Addendum 2018. The Council is timetabled to submit its Core Strategy and Development Plan for examination in late 2018. Under the transitional arrangements set out within the draft NPPF, the Plan will be examined against the existing NPPF and PPG, therefore it is not appropriate to use the Government's proposed standardised methodology. The Edge Demographics modelling report (2016) indicates that the council has suffered from significant levels of outmigration over a number of years, with an average net internal outmigration of over 1,000 people per annum over the period from 2001-2014. There are a wide range of reasons why people have chosen to leave the city. 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Access to doctors surgeries is an ongoing national problem and further advice from NHS will be sought. The Infrastructure Delivery Plan sets out the additional services/infrastructure that would be required for each development</p>
4 3 7 9	Guys Coatings Ltd			<p>Opposes travelling community transit/stopover site at Stephenson Lake Car Park (Hetton Lyons Ponds), Hetton Lyons Country Park. Considers it would be detrimental to the Park's use and enjoyment for local community and national sporting events which contribute to economic prosperity; would affect the Parks' Green Flag status; and negatively affect local people's health and well-being.</p>	<p>Hetton Lyons has not been identified in the Publication Draft of the Plan as a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
4 5 3	National Farmers' Union		National Farmers' Union	<p>Opposes proposed gypsy site at Hetton Lyons. Specifically concerned on behalf of adjacent landowner regarding potential grazing impact on farming land adjacent by gypsies.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
7 9 4	Taylor Wimpey		Taylor Wimpey	<p>Support the proposed Housing Release Site on land adjacent to Herrington Country Park. Agrees that there is limited capacity within the urban area and that amendments to the Green Belt are</p>	<p>Support noted.</p>

			required. Since previous representations were submitted to the Council, Taylor Wimpey has been in detailed discussions with Northern Powergrid in relation to the design options which have subsequently informed a cost benefit analysis to confirm which design layout presents the most deliverable option. Following further investigation, it is anticipated that the pylons would be retained though the pole mounted cables immediately to the west will be diverted. Hence the site could now accommodate 435 dwellings assuming an average density of 30 dwellings per hectare. Further clarity has been given on the main technical considerations at the site. Requests that the following revision to Policy SA3 sub point 8: make provision or contributions to support facilities including education, health care and shops and services where justified.☒	
7 9 1		Story Homes Ltd	that site HRS3 should be expanded to reflect the defined landscape features and create a more defensible boundary. The omitted area has low landscape value. Site is considered to be sustainable and accessible, and SUDS feature can help to create larger developable area. Bigger site could accommodate 140 homes. Site will provide new public open space, better pedestrian and cycling connectivity, improved green infrastructure and wildlife habitat and mitigate for local flooding issues. Wish to alter point 8 and consider making provision or contributions to support facilities including education, health care and shops and services where justified.	Comment noted.
3 3 8 6		Buckley Burnett Ltd	Representations were previously made to the Strategic Land Review - Call for Sites that the site was suitable in principle for residential development, particularly executive type housing and that the Green Belt boundary should be amended so that this land is excluded. The allocation of site HRS8 for housing is supported. The site is suitable, available and achievable. Propose a slightly larger site for development, with a different access point. On this basis the record should be updated so that the owner/developer is Buckley Burnett Ltd, the site size is 2.5ha, able to accommodate up to 55 units and developable from 2020 with completion in a 2 year period. There are no known physical constraints. Likelihood of pollution is low as site is not previously developed. Not in a flood risk area. Telecoms infrastructure already in place adjacent to site. Enquiries on water supply and drainage with NWL are complete. Topographical surveys are being undertaken, which will inform drainage strategy. Vegetation on site cut regularly, so ecological potential is limited, but an assessment can be undertaken and mitigation put in place if necessary. Any noise from neighbouring industrial site can be measured and considered. Tree belt will provide a buffer and a noise assessment undertaken as part of a planning application. Detailed transport assessment work will be undertaken later.	Development in the existing urban areas is the priority of the Plan the council has identified sites throughout the city to accommodate approximately 90% of housing needs within the existing urban area, however there remains a shortfall. Prior to considering the Green Belt, the council undertook a Strategic Land Review and reviewed its employment land, greenspace, Settlement Breaks and open countryside to identify potential housing sites. Nevertheless, a shortfall remains and the only remaining sustainable and viable option left is to release parts of the Green Belt. The 3 stage Green Belt Review (accompanied by a Green Belt Boundary Review and Exceptional Circumstances Paper) has identified 11 Housing Growth Areas in the Green Belt which will deliver sufficient sites to provide the city with a 15 year supply. The Council has also prepared an Exceptional Circumstances Report and defined the Green Belt boundary. Since the Draft Plan was consulted on the Council has undertaken further studies to assess the site and potential impacts of development. The conclusions of these assessments are sets out in the Development Frameworks. The Publication Draft includes policies to ensure that any potential impacts are mitigated. The Council has undertaken technical assessments to ensure any impacts of the development. A Phase 1 Habitat Survey has been prepared to determine the species that are present and it is considered that suitable mitigation can be put in place. The Council has also updated the Transport Assessment for the City which has assessed the impact of the development on the road network and identified mitigation measures needed, these have been included in the IDP. At the Planning Application stage, the applicant will be required to submit a Transport Assessment for the site. The education plan has been updated, if schools in the areas do not have capacity at the time that the site comes forward and a contribution will be required from the developer for further provision then this will be sought through a Section 106 agreement. The site is classed as Grade 3b agricultural land which is defined as being of moderate quality. Therefore using this land would not be contrary to the NPPF. The land is in private ownership. A public footpath runs across the site which will have to be considered as the site comes forward. However, other cycle and walking routes associated with the River Wear corridor lie to the south of the site and are not affected. The site is affected by surface water flooding and the initial scheme design has considered how this can be treated through the use of greenspace and SUDS. The final site design will fully address flood mitigation needs and adhere to CSDP policy.
7 9 2		Story Homes Ltd	Support the proposed Housing Release Site west of Waterloo Road, agrees that there is limited capacity within the urban area and that the amendments to the Green Belt are needed to allow for sustainable expansions to meet the long term needs of the City. Whilst Story Homes supports the proposed release of the sites, only a partial extent of the site is proposed to be released. It is	Support acknowledged. The council has identified the site and safeguarded land in the publication draft.

			<p>considered that the site should be larger to ensure the site is based upon defined landscape features or existing field boundaries and serve to create a logical, robust and defensible Green Belt boundary. Supports the Lichfields HEaDROOM analysis that suggests the housing requirement should be increased to 880 dwellings per annum (dpa) which would equate to an OAN of 15,840 dwellings and a need to release additional land from the Green Belt as well as a buffer in case there is under delivery and potential slippage rates. Does not believe there is sufficient safeguarded land and that it should be increased and ‘pepper-potted’ around the city. Believes that a wider area of each land interest should be released from the Green Belt at Springwell and Washington. Set out a vision for the site in an attached document which deals with many of the issues surrounding the site. Sought to address any concerns in relation to the remaining part of the site. Suggested rewording of point 8 of Policy SA3. Whilst Story Homes agrees with the majority of the points, they consider that sub point 8 should be revised to the following: make provision or contributions to support facilities including education, health care and shops and services where justified.</p>	
1 1 6			<p>Objects to proposed gypsy and traveller site at Leechmere Industrial Estate. Does not believe that the site could accommodate necessary number of caravans and vehicles. Living conditions of site would be appalling. Roads are dangerously busy. Supports all other proposed travelling showpeople sites and gypsy and traveller sites.</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>
1 3 1			<p>Opposed to the proposed gypsy and traveller site at Leechmere. Believes that there would be an increase in crime</p>	<p>The Publication Draft of the Plan allocated a stopover site. Following further consideration of the evidence base and the representations that have been made during the consultation of the Draft Plan it has been decided not to designate a new stop over site to accommodate Gypsies and Travellers. The Council has adopted a tolerance policy.</p>

